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— by —  
**HON. WM. C. HEPPELHEIMER,**  
*State Comptroller of New Jersey.*





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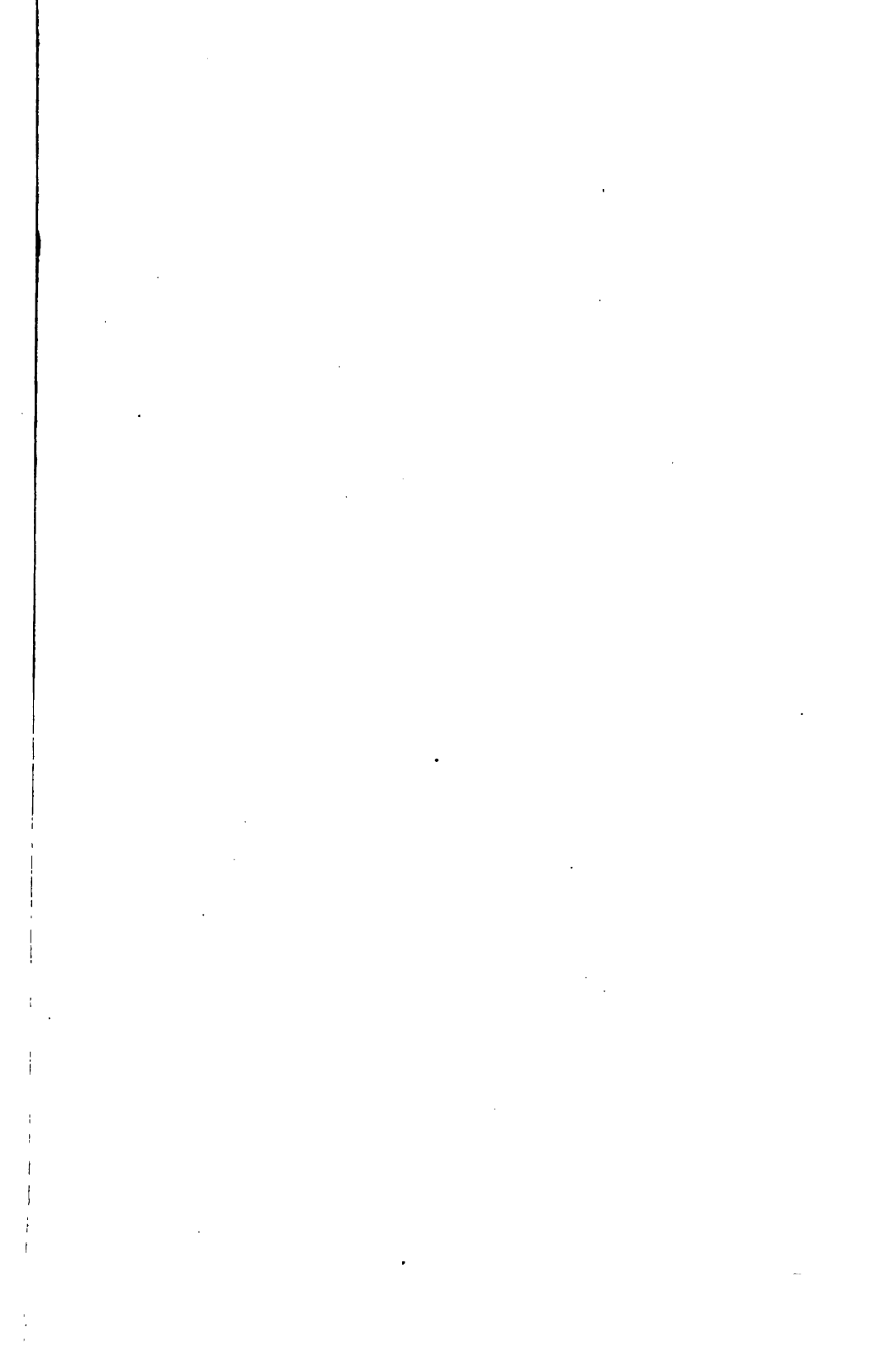
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# ANNUAL STATEMENTS

OF THE

## Railroad and Canal Companies

OF THE

STATE OF NEW JERSEY, *— and — Treasury*

TOGETHER WITH

*Report of the State Director of the United New Jersey Railroad  
and Canal Company.*

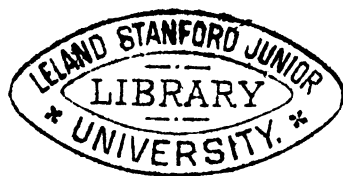
FOR THE YEAR 1892.

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TRENTON, N. J.:

THE JOHN L. MURPHY PUBLISHING COMPANY, PRINTERS.

1893.



H2263

STATE OF NEW JERSEY,  
OFFICE OF COMPTROLLER OF THE TREASURY, }  
TRENTON, April 19th, 1893.

*To the Senate and General Assembly:*

In compliance with the provisions of an act entitled "An act respecting annual reports to the Legislature of railroad and canal companies," approved February 24th, 1852, and a supplement thereto approved April 3d, 1873, I have the honor to lay before you the report and statements of the State Director of the United New Jersey Railroad and Canal Company for the year 1892, and the reports of all railroads and canal companies for said year.

For convenient reference, tabular statements have been prepared and appended to the reports, giving in condensed form the information found in the individual statements.

Very respectfully,

WM. C. HEPPENHEIMER,

Comptroller.





Comptroller of  
E. F. C. YOUNG  
STATE OF NEW JERSEY

## STATE DIRECTOR'S REPORT.

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*To the Governor of the State of New Jersey :*

SIR—In accordance with the provisions of the law, I have the honor to transmit herewith my annual report as State Director of “The United New Jersey Railroad and Canal Company” for the year 1892.

As in previous years, this report will be found to contain an account of the receipts and disbursements of the different divisions and branches leased by the Pennsylvania Railroad.

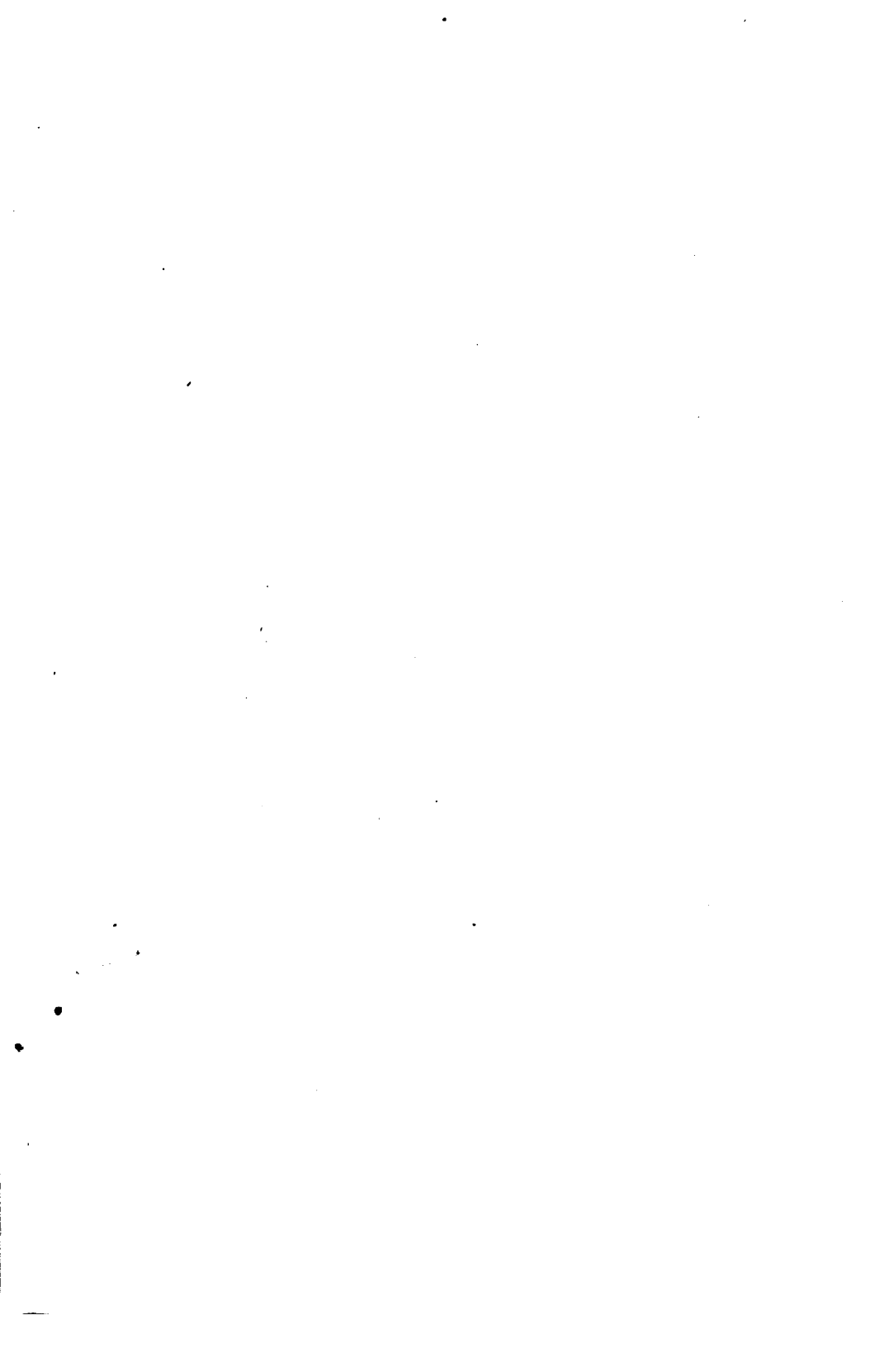
For an account of the moneys received by the State, I respectfully refer you to the report of the State Treasurer, where the same will be found properly itemized.

This property, financially and otherwise, is cared for by the management in such a business-like manner that it is beyond criticism.

Respectfully,

E. F. C. YOUNG,

State Director.





# STATEMENTS

*Statement Showing the Result of the Operations of the United New Jersey Railroad and Canal Company's Property, and of other Properties Operated in Connection Therewith, by the Pennsylvania Railroad Company, for the Year Ending December 31st, 1892.*

## GROSS EARNINGS FROM OPERATION.

From Freight traffic.....	\$9,752,600 93	
Passenger traffic.....	7,828,483 78	
Express traffic.....	489,235 16	
Transportation of mails.....	366,493 68	
Miscellaneous sources.....	205,536 79	
Delaware and Raritan Canal.....	359,307 44	
Total .....		\$19,001,657 78

## OPERATING EXPENSES.

For Conducting transportation.....	\$7,998,592 44	
Motive power.....	3,691,864 95	
Maintenance of cars.....	1,900,807 86	
Maintenance of way.....	1,926,761 54	
General expenses.....	159,586 19	
Delaware and Raritan Canal.....	358,336 90	
Total .....		15,135,949 88
Net earnings from operation.....		\$3,865,707 90

To which add—

Dividend on Belvidere Delaware Railroad Company stock.....	\$60,504 00
West Jersey Railroad Company stock.....	50,666 00
Associates of the Jersey Company stock...	45,000 00
Camden and Philadelphia Steamboat Ferry Company stock.....	17,530 00

## RAILROAD AND CANAL REPORTS.

Camden and Burlington County Railroad Company stock.....	\$11,418 00	
Freehold and Jamesburg Agricultural Railroad Company stock.....	9,594 00	
Jersey City and Bergen Railroad Company stock.....	8,355 00	
Newark Plank Road Company stock.....	7,912 50	
Trenton Delaware Bridge Company stock..	5,934 00	
Paterson and Ramapo Railroad Company stock.....	600 00	
Mount Holly and Moorestown Turnpike Company stock.....	207 00	
Perth Amboy and Woodbridge Railroad Company stock.....	3,000 00	
Interest on Freehold and Jamesburg Agricultural Railroad Company bonds .....	5,136 00	
Rents.....	291,925 06	
		\$517,781 56
Total net income.....		\$4,383,489 46

From which deduct rentals paid as follows:

*United New Jersey Railroad and Canal Company—*

Dividend on \$21,240,400, stock, at ten per cent.....	\$2,124,040 00	
Interest on loan of 1894, £729,200, at six per cent.....	212,197 20	
Interest on loan of 1894, \$2,000,000, at six per cent.....	120,000 00	
Interest on loan of 1901, \$5,669,000, at six per cent.....	340,140 00	
Interest on loan of 1908, \$841,000, at six per cent.....	50,460 00	
Interest on loan of 1923, \$1,824,000, at four per cent.....	72,960 00	
Interest on loan of 1929, \$6,020,000, at four per cent.....	240,800 00	
Organization .....	10,000 00	
Commissions, J. S. Morgan & Co., London, Eng.....	1,766 94	
Transit duty.....	298,128 98	
Interest on mortgages and ground rents....	60,620 98	
Rents.....	419,287 85	
		\$3,950,401 95

*Philadelphia and Trenton Railroad Company—*

Dividend on \$494,100, stock, at ten per cent.....	\$49,410 00	
Tax on capital stock paid State of Pennsylvania.....	4,765 50	
		54,175 50

## RAILROAD AND CANAL REPORTS.

9

*Camden and Burlington County Railroad Company—*

Dividend on \$381,925, stock, at six per cent .....	\$22,915 50	
Interest on \$350,000, bonds, at six per cent..	21,000 00	
Organization.....	500 00	
	<hr/>	\$44,415 50

*Vincentown Railroad Company—*

Dividend on \$15,000, stock, at six per cent.....	900 00
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*Mount Holly, Lumberton and Medford Railroad Company—*

Dividend on \$95,650, stock, at six per cent..	\$5,739 00	
Interest on \$75,000, bonds, at seven per cent .....	5,250 00	
Organization .....	200 00	
	<hr/>	11,189 00

*Rocky Hill Railroad and Kingston Branch—*

Dividend on \$18,700, stock, at six per cent..	\$1,122 00	
Organization .....	100 00	
	<hr/>	1,222 00

*River Front Railroad Company—*

Dividend on \$216,000, stock, at five per cent.....	\$10,800 00	
Interest on \$216,000, bonds, at four and one-half per cent.....	9,720 00	
Sinking Fund.....	2,000 00	
Organization .....	480 00	
	<hr/>	23,000 00

*Connecting Railway Company—*

Dividend on \$1,278,300, stock, at six per cent .....	\$76,698 00	
Interest on \$991,000, bonds, at six per cent..	59,460 00	
State Tax on stocks and bonds.....	6,498 27	
	<hr/>	142,656 27

*Trenton Delaware Bridge Company—*

Interest on \$350,000, bonds, at seven per cent .....	\$24,500 00	
Sinking Fund.....	3,500 00	
	<hr/>	28,000 00

*Kensington and Tucony Railroad Company—*

Net earnings.....	30 00
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*Belvidere Delaware Railroad Company—*

Net earnings.....	211,423 20
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*Perth Amboy and Woodbridge Railroad Company—*

Net earnings.....	67,816 78
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*Philadelphia, Germantown and Chestnut Hill  
Railroad Company—*

Net earnings..... \$92,090 90

*Freehold and Jamesburg Agricultural Railroad  
Company—*

Net earnings..... 54,216 45

*Columbus, Kinkora and Springfield Railroad  
Company—*

Net earnings..... 1,350 59

\$4,682,688 14

Net loss..... \$299,198 68

*Statement of Amounts Charged and Credited to United New Jersey  
Railroad and Canal Company's "Construction" and "Real  
Estate" Accounts, from January 1st, 1872, to December 31st,  
1892, inclusive.*

**COST OF CONSTRUCTION.**

*Dr.*

To Amount expended to December 31st, 1891..... \$11,771,387 70

Amount expended in 1892..... 803,944 18

\$12,575,331 88

*Cr.*

By Proceeds from sale of bonds, equipment and other

property to December 31st, 1891..... \$6,108,143 95

Proceeds from sales in 1892..... 2,415 00

6,110,558 95

Debit balance, January 1st, 1893..... \$6,464,772 93

**REAL ESTATE.**

*Dr.*

To Amount expended to December 31st, 1891..... \$2,382,227 13

Amount expended in 1892..... 134,193 78

\$2,516,420 91

*Cr.*

By Proceeds from sale of real estate, materials, &c., to

December 31st, 1891..... \$488,641 63

Proceeds from sales in 1892..... 3,253 00

491,894 63

Debit balance January 1st, 1893..... \$2,024,526 28

## RAILROAD AND CANAL REPORTS.

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## HARSIMUS COVE—CONSTRUCTION.

*Dr.*

To Amount expended to December 31st, 1891.....	\$2,571,322 88	
Amount expended in 1892.....	75,539 72	
	<hr/>	\$2,647,362 60

*Cr.*

By United New Jersey Railroad and Canal Company's stock.....	\$2,258,708 55	
Proceeds from sale of buildings and materials to December 31st, 1891.....	61,518 49	
Proceeds from sales in 1892.....	Nothing.	
	<hr/>	2,320,227 04
Debit balance January 1st, 1893.....		\$327,135 56

## HARSIMUS COVE—RIGHT OF WAY AND REAL ESTATE.

*Dr.*

To Amount expended to December 31st, 1891.....	\$1,042,656 50	
Amount expended in 1892.....	20,366 23	
	<hr/>	\$1,063,022 73

*Cr.*

By United New Jersey Railroad and Canal Company's stock.....	\$741,291 45	
Proceeds from sale of buildings and materials to December 31st, 1891.....	300 00	
Proceeds from sales in 1892.....	Nothing.	
	<hr/>	741,591 45
Debit balance January 1st, 1893.....		\$321,431 28

## SUMMARY.

*Dr.*

To Cost of construction.....	\$12,575,331 88	
Real estate.....	2,516,420 91	
Harsimus Cove construction.....	2,647,362 60	
Harsimus Cove right of way and real estate.....	1,063,022 73	
	<hr/>	\$18,802,138 12

*Cr.*

By Proceeds from sale of bonds, equipment, real estate materials and other property.....	\$6,654,272 07	
United New Jersey Railroad and Canal Company's stock .....	3,000,000 00	
	<hr/>	9,654,272 07
Debit balance January 1st, 1893.....		\$9,137,866 05





# REPORTS OF RAILROAD COMPANIES.

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## THE ATLANTIC CITY RAILROAD COMPANY.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Atlantic City Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$2,200,000 00
Bonded debt.....	2,228,070 00
Floating debt.....	200,000 00
Cost of road and equipments.....	\$5,048,188 71
Dividends paid during the year 1892, and how paid—None.	

The road extends from Camden to Atlantic City, Winslow Junction to Mullica Hill, North Glassboro to Glassboro, Gloucester Junction to Mount Ephraim, a distance of eighty-three and five-tenths miles.

### RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$590,381 52
Income from freight.....	258,982 30
Income from other sources.....	26,490 57
Total.....	\$873,854 39

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$680,489 81
--	--------------

State of Pennsylvania, Philadelphia County, ss.—D. Jones, being duly sworn, on his oath says that he is Comptroller of the Atlantic City Railroad Company, and that the foregoing statement and the

annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

D. JONES.

Sworn and subscribed before me this 8th day of March, A. D. 1893.

C. K. KLINK,

A Commissioner of Deeds for New Jersey  
Residing in Philadelphia, Pennsylvania.

#### ACCIDENTS.

January 20th.—Samuel Thorne, injured while coupling cars at Atlantic City. J. W. Dugan, conductor; W. Clarke, engineer.

January 27th.—Joseph Poole, injured while coupling cars at Williamstown. James Lee, conductor; Henry Broadbeck, engineer.

February 6th.—Elmer Ware, injured while jumping from car at Sicklertown. James Lee, conductor; Henry Broadbeck, engineer.

February 12th.—J. H. O'Brien, injured while coupling cars at Camden. Benj. Thomas, conductor; Wm. Arthur, engineer.

February 13th.—Thomas Brown, injured while alighting from train at Pleasantville. Harry Gifford, conductor; E. Farr, engineer.

March 8th.—Thos. J. Murphy, injured by falling from car at Elwood. T. Brown, conductor; Robt. Hammel, engineer.

March 13th.—Ed. McConnell, injured by falling from car platform at Gloucester. Thos. Morrison, conductor; D. Smith, engineer.

March 19th.—Allen B. Shinn, injured by walking on track at Camden. R. T. Walton, conductor; A. Luse, engineer.

April 1st.—Robert Morrison, injured while coupling cars at Camden. James Thomas, conductor; John Black, engineer.

April 5th.—Irwin Langhead, injuring while playing on tracks at Ferry Road Crossing. Conductor, — — —; Morris Chaney, engineer.

April 9th.—John Hart, injured while coupling cars at Camden. James Lee, conductor ; Henry Broadbeck, engineer.

April 14th.—John Haughey, injured while working on track at Camden. Conductor, — — — ; W. Giddings, engineer.

April 15th.—Peter C. Chesseman, fatally injured while walking on track at Clementon. E. S. Ireland, conductor ; W. Giddings, engineer.

May 4th.—George McKeaque, injured while coupling cars at Kaighn's Point. E. T. Brady, conductor ; A. Luse, engineer.

May 16th.—Mrs. Margaret Hyland, fatally injured while picking coal on tracks at Gloucester Junction. Conductor, — — — ; engineer, Harry Deaner.

June 14th.—Benj. Dubert, injured while coupling cars at Camden. John H. O'Brien, conductor ; John Black, engineer.

July 8th.—Jacob Kinley, injured while walking on track at Blue Anchor. A. J. Johnson, conductor ; F. Briggs, engineer.

July 9th.—Harry Boice, injured by driving across track at Atlantic City. David Connelly, conductor ; Mat. Davling, engineer.

July 11th.—Wm. O'Brien, injured while uncoupling cars at Camden. O. F. Chew, conductor ; John Black, engineer.

August 5th.—Elmer Smith, injured coupling cars at Glassboro. Saml. Dill, conductor ; R. Hammel, engineer.

August 25th.—Wm. Sammons, injured while coupling cars at Winslow Junction. T. Brown, conductor ; Mat. Lanbry, engineer.

August 28th.—W. H. Dorrell, injured coupling cars at Clementon. H. Hoffinger, conductor ; R. Hammel, engineer.

August 28th.—Joseph Little, injured falling from train at Brigantine Junction. C. G. Stowman, conductor ; Chas. Fahl, engineer.

August 31st.—Mr. and Mrs. Pinkers Solneck, injured in collision with team at Mt. Ephraim crossing. A. J. Johnson, conductor ; Samuel English, engineer.

September 5th.—Peter Riley, injured by sliding car door at Camden. John H. O'Brien, conductor ; H. Moore, engineer.

September 7th.—James M. Meehan, injured by being thrown from car at Williamstown. John Phillips, conductor ; Henry Broadbeck, engineer.

September 16th.—Charles Wesley Norcross, fatally injured by jumping in front of engine. Wm. Young, conductor ; W. H. Tomlinson, engineer.

September 16th.—Benjamin Romands, fatally injured on track at Colwell Station. J. C. Stokes, conductor ; A. E. Luse, engineer.

September 17th.—Wm. Brown, injured while coupling cars at Camden. O. F. Chew, conductor ; John Black, engineer.

September 18th.—Edwin Seloh, injured while coupling cars at Camden. O. F. Chew, conductor ; John Black, engineer.

October 8th.—H. E. Smith, injured while coupling cars at Camden. O. T. Chew, conductor ; John Black, engineer.

October 10th.—Peter Riley, injured while coupling cars at Camden. O. T. Chew, conductor ; John Black, engineer.

October 10th.—J. L. Smith, injured while coupling cars at Williamstown. John Phillips, conductor ; H. Broadhead, engineer.

October 15th.—Henry E. Thayer, fatally injured by falling from train at Hammonton. Robert T. Walton, conductor ; E. McConaghy, engineer.

October 21st.—B. G. Ridgway, injured while coupling cars at Camden. J. J. Conlings, conductor ; J. J. Moore, engineer.

October 20th.—James Simmons, injured by falling under engine. Chas. Wagner, conductor ; Geo. Coleman, engineer.

November 1st.—George Allard, injured while coupling cars at Gloucester. Alex. F. Arthur, conductor ; W. Tomlinson, engineer.

November 10th.—Chas. Wagner, injured while coupling cars at Camden. H. Ross, conductor ; J. Black, engineer.

November 24th.—Chas. Wagner, injured while coupling cars at Atlantic City. David Connolly, conductor ; E. Farr, engineer.

December 31st.—Aaron S. Connolly, injured while coupling cars at Magnolia. O. F. Chew, conductor ; G. H. Coleman, engineer.

## BALTIMORE AND NEW YORK RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Baltimore and New York Railway Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$350,000 00
Bonded debt.....	350,000 00
Cost of road and equipments.....	\$700,000 00

The road extends from Cranford Junction to Elizabethport, a distance of five and thirty-three hundredths miles.

## RECEIPTS AND EXPENSES FOR 1892.

Income from freight.....	\$82,054 21
Income from other sources.....	553 97
Total .....	\$82,608 18
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$59,697 26

State of New York, New York County, ss.—F. S. Gannon, being duly sworn, on his oath says that he is General Superintendent of the Baltimore and New York Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

F. S. GANNON.

Sworn and subscribed before me this 22d day of March, A. D. 1893.

P. H. CASSIDY,  
Notary Public Queens County,  
Certificate filed in New York county.



## ACCIDENTS.

June 22d.—A tramp named Chas. Kern, walking on track between crossings at Cranford, was struck by a train. He was taken to Elizabeth Hospital and died June 23d.

## BELVIDERE DELAWARE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Belvidere Delaware Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$1,150,000 00
Bonded debt.....	2,850,000 00
Cost of road and equipments.....	\$4,030,524 36

The road extends from Trenton, N. J., to Manunka Chunk, N. J., a distance of sixty-eight miles.

It is leased to the United New Jersey Railroad and Canal Company. The lease is assigned by them to the Pennsylvania Railroad Company at an annual rental of the surplus of net earnings.

It is equipped and operated by the Pennsylvania Railroad Company as a part of their Belvidere Division, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, ss.—W. H. Wilson, being duly sworn, on his oath says that he is President of the Belvidere Delaware Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. WILSON.

Sworn and subscribed before me this 9th day of February, A. D. 1893.

HUGH B. ELY,  
M. C. C. State of New Jersey.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$259,771 01
Income from freight.....	751,006 93
Income from other sources, express, mails, &c.....	19,960 25
Income from rents.....	6,824 37
<b>Total .....</b>	<b>\$1,037,562 56</b>
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$821,421 18
Dividends paid during the year 1892, and how paid—Cash, 6 per cent., \$69,000.	

## ACCIDENTS.

February 17th.—Jno. W. Moses, flagman, while standing on rear of tender of engine No. 278, in Coalport yard, had his foot caught between bumping-blocks of tender and car, bruising it badly.

February 27th.—Jas. O'Neill, switchman at Belvidere, while coupling cars to L. & H. engine No. 9, had his right arm caught between car and engine, crushing it badly.

March 16th.—G. D. Roller, flagman (New York Division), was slightly squeezed about the hips by being caught between two Central Railroad of New Jersey coal cars, which he was connecting.

March 24th.—Alfred B. Silvers, brakeman, had nail torn off third finger of right hand by catching it between top of coupling-pin and sill of car while coupling cars in Coalport yard.

March 29th.—Jno. Simms, a colored boy, while stealing a ride on extra 1435, sitting on end sill of one car with his feet braced against the end sill of another, and when train was stopped at Johnson's Siding his left leg was broken by cars closing up.

April 9th.—Thos. Vandegrift, brakeman (New York Division), had index finger of left hand slightly crushed while coupling cars in Coalport yard.

May 4th.—Wm. J. Fisher, brakeman, was bruised on left side and knee and received a slight cut on head, caused by brake wheel which he was handling in Coalport yard breaking and letting him fall between the rails and in front of the moving car, the forward truck of which rolled him over and wheel grazed his head.

May 7th.—Albert E. Brown. A broken wheel under rear truck of L. & H. R. R. W. combined car of train No. 574, near Harmony Station, caused truck to leave the rails. The motion of the car scared Mr. Brown, who was a passenger on this train, and he jumped while train was still in motion and fell in such a position that forward truck of car passed over his legs, crushing them badly. He died in about two hours after accident.

June 16th.—Sedgwick Trimmer, laborer, M. W. material train, fell or slipped from train at Trenton and struck his left hip against a stone wall, slightly bruising it.

July 5th.—Willard Van Deventer, yard conductor, caught his thumb between coupling-pin and end sill, at Coalport, crushing it.

July 15th.—Chas. S. Thompson, brakeman, while coupling cars at Coalport, caught his foot on the rail, throwing him between the bumpers, which caught and squeezed him at pit of stomach.

July 27th.—Thos. H. Larrison, fireman, while repairing injector on engine 1413, the collar of pipe slipped off, allowing the steam to escape, which struck him in the face, scalding face and eyes.

July 29th.—Adrain Van Fleet, bridge tender, struck by car at Coalport, cutting a small gash on his head over left ear and right hand lacerated.

August 8th.—John Hart, yard brakeman, Coalport, caught his thumb between coupling-pin and sill of car, mashing it.

August 13th.—Daniel Sullivan, laborer, was found dead, lying near track, about one-half mile south of Kent. It is not known what train ran over him.

August 27th.—Frank Schnoor, in trying to jump on C. R. R. of N. J. extra 392, fell under the cars, cutting off one leg; the other leg and lower part of body badly crushed. He died the same day.

September 14th.—David Holcombe, extra brakeman, while connecting cars at Copper Hill, was slightly squeezed about the hips by being caught between end sills of cars.

September 28th.—Jos. C. Snyder, brakeman, in stepping from one car to another, fell, striking platform of coke car, cutting his leg badly below the knee.

October 21st.—Luther W. Phillips, conductor (New York Division), in walking over the train, at Coalport, missed his footing, falling from top of car to the ground, bruising his shoulder, side and back.

October 22d.—Edward Field, while intoxicated, attempted to get on train 523 at Lambertville; his foot was caught between journal-box and wheel of car and crushed so that amputation above the ankle was necessary.

October 31st.—Daniel Young, brakeman, when getting off extra 1435, at Byram, slipped on stone and strained the extensor tendons of right foot.

October 31st.—John Malloy, while intoxicated, attempted to get on drill engine 1415, at Trenton, fell, striking his head against step of engine, cutting his forehead and bruising his face badly.

November 11th.—Unknown man found dead along track between Goat Hill No. 1 and Mershon's Bridge, south of Lambertville.

November 28th.—John McQuade, brakeman, had forefinger of right hand badly mashed while coupling cars at Coalport.

November 30th.—William Lister, brakeman, L. & H. extra No. 26, while making connection at Martin's Creek, was caught and crushed so badly that he died in about twenty minutes.

December 13th.—David Young, brakeman, run over by drill train at Coalport and killed.

December 14th.—Lawrence Smith, brakeman, while coupling cars at Coalport had third finger of left hand badly sprained and slightly cut.

December 23d.—Orville J. Wright, brakeman, fell from top of box car, at Kent, causing contused wound of left thigh and slight contusion of both shoulders and of back.

## BERGEN COUNTY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York, Lake Erie and Western Railroad Company, lessee of the Bergen County Railroad Company, presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$200,000 00
Bonded debt.....	2,000,000 00
Floating debt—None.	
Cost of road.....	\$607,972 14

The road extends from Rutherford to Ridgewood, a distance of nine and eight hundred and twenty-one thousandths miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of \$24,000. The particulars of its operations and expenditures have been kept as a part of the general accounts of that company, and cannot be specified as applicable exclusively to the Bergen County Railroad.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, ss.—John King, being duly sworn, on his oath says that he is President of the Bergen County Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN KING.

Sworn and subscribed before me this 11th day of January, A. D. 1893.

GEO. E. GRANT,  
Notary Public N. Y. City and County.

Dividends paid during the year 1892, and how paid—None.



State of New York, City and County of New York, ss.—Augustus R. Macdonough, of said city, being duly sworn, says that he is the Secretary of the New York, Lake Erie and Western Railroad Company, the lessee of the Bergen County Railroad, and that the accompanying statement of accidents occurring on the line of said railroad during the year ending December 31st, 1892, is a correct and true statement, according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn to before me this 27th day of January, 1893.

GEO. E. GRANT,

Notary Public N. Y. City and County.

#### ACCIDENTS.

January 1st.—Philip Miller, brakeman, age 23, residence Paterson, while pulling a pin in freight train, engine 96, J. S. Harden, conductor; H. Springsteen, engineer, at 1 P. M. at Garfield, had right hand caught and slightly bruised.

January 10th.—Horace E. Hazen, brakeman, age 51, residence Port Jervis, was riding a car loaded with pipe at 4:10 P. M. at Garfield, when the car struck other cars, the pipe shifted, catching his left wrist against end of car, badly bruising it. Extra freight train, engine 267, F. Cooney, conductor; W. Hector, engineer.

July 4th.—John McPoland, age 25, brakeman on train 86, engine 260, J. A. Murray, conductor; F. Corwin, engineer, while train was starting from Spring Tank at 8:30 P. M., he lost his balance and fell from a box car to the ground, badly bruising his head and face.

September 27th.—Andrew Koraljet, age 30, attempted to climb between cars in train 199, engine 227, C. Pfitzner, conductor; J. Coots, engineer, at 12:02 P. M. at Dundee, had right foot caught between bumpers and badly crushed and bruised.

October 10th.—Mrs. Rosalie Neuman, age 45, while picking coal along the track at 7:25 A. M. at Bergen, was struck and instantly

killed by train 56, engine 29, T. F. Clay, conductor ; J. Springsteen, engineer ; she noticed the train coming and attempted to cross in front of it.

November 3d.—J. M. Hilton, age 27, brakeman on train 198, engine 227, C. Pfitzen, conductor ; Geo. Bowen, engineer, while making a coupling without using stick, at 8:15 P. M. at Dundee, had second finger of right hand caught and badly mashed.

## BERGEN AND DUNDEE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Bergen and Dundee Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$6,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road.....	\$7,655 38

The road extends from a point on the Bergen County Railroad, in Saddle river, to Vreeland's lake, in Passaic, a distance of one and five hundred and seventy-two thousandths miles.

It is operated as a part of the Bergen County Railroad under the lease of that road to the New York, Lake Erie and Western Railroad Company, and no separate accounts of its operations are kept.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, ss.—W. H. Starr, being duly sworn, on his oath says that he is President of the Bergen and Dundee Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. STARR.

Sworn and subscribed before me this 9th day of January, A. D. 1893.

LINCOLN A. STUART,  
Notary Public New York City and County.

Dividends paid during the year 1892, and how paid—None.

## ACCIDENTS.

Included in the report of the Bergen County Railroad Company.

A. R. MACDONOUGH,  
Secretary N. Y., L. E. and W. R. R. Co.

## BRIGANTINE BEACH RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Brigantine Beach Railroad Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$335,000 00
Bonded debt.....	350,000 00
Cost of road and equipments.....	\$192,739 40

The road extends from Brigantine Junction, N. J., to Brigantine Beach, N. J., a distance of fourteen miles.

It is leased to the Atlantic City Railroad Company at an annual rental of thirty per cent. of gross receipts.

It is equipped and operated by the Atlantic City Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, ss.—George H. Cook, being duly sworn, on his oath says that he is Secretary of the Brigantine Beach Railroad Company, of New Jersey, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEO. H. COOK.

Sworn and subscribed before me this 21st day of March, A. D. 1893.

A. P. VANSANTWOOD,

Notary Public N. Y. Co.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$2,479 96
Income from freight.....	3,927 98
Income from other sources.....	399 97
Total .....	<hr/> \$6,807 91
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$13,522 61
Dividends paid during the year 1892, and how paid—None.	

## ACCIDENTS.

None.

## BUENA VISTA RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Buena Vista Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$3,000 00
Floating debt.....	12,408 94
Cost of road and equipments.....	\$15,408 94

The road extends from Greenwich to Cohansey creek, a distance of one and three-hundredths miles.

State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Buena Vista Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 27th day of February, A. D. 1893.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

## RECEIPTS AND EXPENSES FOR 1892.

Receipts and expenses for 1892 are included in the receipts and expenses of the New Jersey Southern Railway Company. No separate account of same was kept.

Dividends paid during the year 1892, and how paid—None.

## ACCIDENTS.

Included in New Jersey Southern Railway Company's report, if any.



## CAMDEN AND ATLANTIC RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Camden and Atlantic Railroad Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in. ....	\$1,258,150 00
Bonded debt.....	1,365,300 00
Floating debt.....	525,000 00
Cost of road and equipments.....	\$2,955,999 97
Dividends paid during the year 1892, and how paid—None.	

The road extends from Camden to Atlantic City, fifty-eight and seventy-one hundredths miles ; from Absecon Inlet to Sea View Excursion House, in Atlantic City, three and sixteen-hundredths miles ; from Junction Electric Branch, at Sea View Excursion House, Atlantic City, to Longport, five and sixty-seven hundredths miles ; from Camden and Atlantic Railroad, at draw-bridge, Atlantic City, to junction with South Atlantic City Branch, near Providence avenue, south of Chelsea, one and twenty-four hundredths miles ; total, sixty-eight and seventy-eight hundredths miles.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$483,148 27
Income from freight.....	128,000 21
Income from other sources.....	74,495 23
Total .....	<u>\$685,643 71</u>
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$567,304 61

State of Pennsylvania, Philadelphia City and County, ss.—G. B. Roberts, being duly sworn, on his oath says that he is President of

the Camden and Atlantic Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

G. B. ROBERTS.

Sworn and subscribed before me this 13th day of February, A. D. 1893.

HUGH B. ELY,  
M. C. C. State of New Jersey.

#### ACCIDENTS.

January 5th.—E. Wagner was found seriously injured lying alongside of tracks at Newton Ave., Camden.

January 22d.—Brakeman D. C. Kay had his shoulder sprained while coupling cars at Fourth and Elm Sts., Camden.

February 8th.—Conductor W. E. Brown was hurt while coupling cars in Bell Bros.' coal-yard at Haddonfield.

February 12th.—Thos. Batehen was killed by rail striking him on the head at Springdale.

March 26th.—Brakeman Duffy was badly injured by being thrown from train at Kirkwood.

April 20th.—E. Vitrelle had his leg injured by a piece of the bank at Doughty's gravel pit falling on it.

June 18th.—Wm. Brown was hurt while alighting from electric car No. 84 while in motion at Atlantic City.

July 10th.—Mrs. Reitcamp was struck and killed by engine No. 340, near Egg Harbor.

June 8th.—Leonard Bosch was slightly injured in being thrown from platform by train parting at Camden.

July 12th.—A. Bland was struck by electric car and slightly injured at Atlantic City.

July 18th.— Collins was slightly injured by motor train 521 striking wagon of which he was an occupant, at Atlantic City.

July 16th.—Mrs. Marlain was hurt by falling while alighting from motor train 322, at Ventown.

July 27th.—Patrick Bloomfield had an arm crushed by train 298 passing over it at Ancora.

August 5th.—Mrs. Eugene Collaty and child were struck and injured by electric car No. 809 at Atlantic City.

August 5th.—Mrs. Masterson was hurt by falling from electric car 837 at Atlantic City.

August 15th.—Mrs. J. M. Cook was slightly injured by electric car 817 striking a carriage of which she was an occupant.

August 18th.—James Hanneyan had one arm cut off by falling under extra train 504 at Excursion House, Atlantic City.

August 20th.—Robert Johnson had foot crushed while attempting to get on electric car 837 at Atlantic City.

August 12.—Miss Mary Keenan was injured by jumping from electric car 814 while in motion at Atlantic City.

August 8th.—Mrs. A. Woener was injured by jumping from electric car while in motion, Atlantic City.

September 1st.—John Cook had a foot crushed by getting it between boat and bridge at Shackamaxon.

September 19th.—F. Wentworth had one foot crushed by falling from coal car at Tenth street wye.

October 8th.—Brakeman C. H. Burnard had an arm broken while coupling cars at Haddonfield.

November 13th.—Peter Bowen had a foot crushed while attempting to get on train 279 after starting at Egg Harbor.

November 19th.—Brakeman H. A. Sawders was slightly injured while coupling cars at Egg Harbor.

November 8th.—Joseph Garrett had his back injured by attempting to get off train before it had stopped at Camden.

December 23d.—Fred. Smith was slightly injured by running his team into shifter No. 506.

December 31st.—Mrs. Merritt was slightly injured by sudden stopping of train at Linwood.

## CAMDEN AND BURLINGTON COUNTY RAILROAD COMPANY.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Camden and Burlington County Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$381,925 00
Bonded debt.....	350,000 00
Floating debt—None.	

The road extends from Camden Junction to Mount Holly, N. J., a distance of twenty-nine and sixty-one hundredths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of six per cent. on the stock and bonds and \$500 for maintenance of organization.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, ss.—John S. Irick, being duly sworn, on his oath says that he is President of the Camden and Burlington County Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JNO. S. IRICK.

Sworn and subscribed before me this 17th day of February, A. D. 1893.

HUGH B. ELY,  
M. C. C. State of New Jersey.

# RAILROAD AND CANAL REPORTS.

37

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$207,719 90
Income from freight .....	51,286 65
Income from other sources.....	27,758 18

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Total .....	\$286,764 73
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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$215,825 78
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Dividends paid during the year 1892, and how paid—Two cash dividends of 3 per cent. each, as per terms of the lease.

## CAPE MAY AND SEWELL'S POINT RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Cape May and Sewell's Point Railroad Company presents the following report for the year ending December 31st, 1892.

Capital stock paid in.....	\$30,000 00
Bonded debt.....	29,000 00
Floating debt.....	2,000 00
Cost of road and equipments.....	\$40,000 00

Dividends paid during the year 1892, and how paid—None.

The road extends from Madison avenue, Cape May, to Sewell's Point, a distance of two miles.

### RECEIPTS AND EXPENSES FOR 1892.

This road was leased for the summer of 1892 for \$500. The Receiver has no knowledge of the lessee's receipts and expenses.

### REMARKS.

This road was sold under foreclosure, recently, for \$25,000, bought in by Thos. E. French, Esq., attorney for the bondholders. The road is thoroughly worn out and has no equipment. It is the intention of the new owners to operate it as an electric road.

State of New Jersey, Camden County, *ss.*—John J. Burleigh, being duly sworn, on his oath says that he is Receiver of the Cape May and Sewell's Point Railroad Company, and that the foregoing statement

and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

J. J. BURLEIGH,

Receiver.

Sworn and subscribed before me this 9th day of March, A. D. 1893.

CHAS. C. COULTER,

Notary Public.

ACCIDENTS.

No accidents.



## CARTERET EXTENSION RAILROAD, COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Carteret Extension Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$19,400 00
Floating debt.....	11,162 12
Cost of road and equipments.....	\$30,562 12

The road extends from Carteret to Staten Island Sound, a distance of one and eighty-two hundredths miles.

It is equipped and operated by the Central Railroad Company of New Jersey.

State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Carteret Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 27th day of February, A. D. 1893.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1892.

The receipts and expenses for 1892 are included in the receipts and expenses of the Central Railroad Company of New Jersey. No separate account of same was kept.

Dividends paid during the year 1892, and how paid—None.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

## CARTERET AND SEWAREN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Carteret and Sewaren Railroad Company presents the following report for year ending December 31st, 1892 :

Capital stock paid in.....	\$12,700 00
Cost of road and equipments.....	\$12,700 00

The road extends from Liebig's to the Port Reading Railroad tracks, a distance of one and twenty-five hundredths miles.

It is equipped and operated by the Central Railroad Company of New Jersey.

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Carteret and Sewaren Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 27th day of February, A. D. 1893.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1892.

The receipts and expenses for 1892 are included in the receipts and expenses of the Central Railroad Company of New Jersey. No separate account of same was kept.

Dividends paid during the year 1892, and how paid—None.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

## CENTRAL RAILROAD COMPANY OF NEW JERSEY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Central Railroad Company of New Jersey presents the following report for the year ending December 31st, 1892:

Capital stock paid in. ....	\$22,488,000 00
Bonded debt.....	44,498,522 11
Cost of road and appendages.....	\$24,723,653 46
Dividends declared during the year 1892, and how paid—Four dividends of 1½ per cent. each, on par value of capital stock, payable in cash.	

## LOCATION AND LENGTH OF ROAD AND BRANCHES.

	Miles.
The main line of road extends from Jersey City to Phillipsburg.....	72.30
With branches as follows:	
Elizabethport to Brills.....	5.51
Elizabethport loop.....	3.02
Bayway to Staten Island Sound.....	1.31
Communipaw to Newark (formerly Newark and New York Railroad)...	6.22
Elizabethport to Perth Amboy (formerly Perth Amboy and Elizabethport Railroad) .....	12.13
Centreville to Constable's Hook (formerly Constable's Hook Railroad)...	1.95
Brills to Passaic river (formerly Manufacturers' Railroad).....	1.68
Somerville to Flemington (formerly South Branch Railroad) .....	15.78
High Bridge to Port Oram (formerly High Bridge and Longwood Valley Railroad).....	25.17
German Valley to Chester (formerly High Bridge Railroad).....	4.30
Chester Furnace to Hacklebarney Mines (formerly High Bridge Railroad) .....	1.42
Hopatcong Junction to Lake Hopatcong. (formerly Lake Hopatcong Railroad).....	5.56
Total .....	156.35

## RAILROAD AND CANAL REPORTS.

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## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$2,374,467 55
Income from freight.....	5,505,870 54
Income from other sources.....	721,258 09
Total .....	<u>\$8,601,596 18</u>
Expenditures during the year for working road, including repairs, maintenance of way, motive power, contingencies and taxes .....	\$5,425,769 27

## REMARKS.

Included in the operations of this company are the receipts and expenditures of the following companies :

	Miles.
Manufacturers' Extension Railroad Company.....	1.23
Carteret and Sewaren Railroad Company.....	1.25
Carteret Extension Railroad Company.....	1.82
Elizabeth Extension Railroad Company.....	1.69
Dover and Rockaway Railroad Company.....	5.12
Ogden Mine Railroad Company.....	9.86
Hibernia Mine Railroad Company.....	4.20
Lafayette Railroad Company.....	.55

State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Central Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 27th day of February, A. D. 1893.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

## ACCIDENTS.

, December 30th, 1891.—Bryant Gordon, while coupling cars in Jersey City freight yard, had the ends of two fingers crushed. Engineer, Chas. Ward ; conductor, John Kelly No. 2.

December 30th.—Herman Kline, while delivering a wagon-load of junk, at Somerville station, was thrown from the wagon in front of drilling engine and considerably bruised. Engineer, W. S. Devine; conductor, Philip Smith.

December 31st.—Judson H. Morey was struck by a car in Jersey City freight yard, and his right leg fractured. Engineer, Geo. Ward; conductor, Geo. F. Redder.

January 1st, 1892.—James McWilliams, while transferring milk at White House, mistook the space between the cars for the door and stepped off and was fatally injured. Engineer, A. F. Shedd; conductor, L. Parker Titus.

January 1st.—John Barden, while walking the track with John Manley, at Communipaw station, was struck by the cars and instantly killed. Engineer, John Regan; conductor, name not given.

January 2d.—James Lanahan, was struck by train at Lennet street bridge, east of West Eighth street, and fatally injured. Engineer, Henry Beck; conductor, Chas. S. Powell.

January 3d.—Edward Thatcher, while in the act of putting on brake west of Netherwood, brake stick broke, causing him to fall to the fourth track, spraining his wrist and elbow and bruising his head. Engineer, F. Fisher; conductor, U. Myers.

January 5th.—Patrick A. Gannon, while crossing track at Fifth street, Elizabethport, was struck by engine and severely cut about the head. Engineer, Joseph Osmun; conductor, Frank Goyer.

January 6th.—M. O'Brien, foot injured; T. Walls, right shoulder injured; G. Devine, head injured, at crossing at Standard Oil Company; on account of crossing not being cleared of snow at switch, engine jumped track, and the above-named employes injured as stated. Engineer, Henry Woolover; conductor, Thos. Walls.

January 6th.—James McDermott, while fixing electric wires in train-house at Jersey City, was thrown from a step ladder which he was on and slightly injured. Engineer, Wm. Gorman; conductor, T. J. Finley.

January 10th.—Myrtle Mitchell, track walker, was struck near Market street crossing, Phillipsburg, and slightly injured about the right side of his head. Engineer, John Bigelow; conductor, L. Parker Titus.

January 10th.—Harry Lingerman, while walking over top of cars in Jersey City freight yard, fell between them, the cars passing over his right arm, severing it at elbow. Engineer, J. Harrington; conductor, F. Leahey.

January 11th.—John Frazier stepped in front of engine 595, near Grant avenue station; his head was cut and his right arm seemed to be hurt. Engineer, Geo. Clark; conductor, Alex. Cuthbertson.

January 12th.—Calvin Thomas was on end of freight car, at Roselle, and went to look if switch was all right, and was struck by overhead foot-bridge; his collar bone was fractured and a bone in his neck broken. Engineer, Frank Bogart; conductor, Fred. August.

January 13th.—Henry Poiters, while walking on track, at Bound Brook Junction, was struck by train and instantly killed. Engineer, H. Beck; conductor, John T. Dolbeer.

January 14th.—Michael O'Brien, while coupling cars at freight-house, Centreville, had index finger on right hand caught and taken off at first joint. Engineer, P. H. Willever; conductor, J. Kenny.

January 15th.—Mrs. James Cavanaugh, in getting off train at Forty-ninth street station, slipped and fell, striking her arm on guard-rail, and claimed that it was broken. Engineer, — Lowery; conductor, C. S. Tuck.

January 16th.—Unknown, while alighting from train at East Forty-ninth street station, slipped on some ice on step of car and fell. His name or injury he sustained was not known. Engineer, J. Jansen; conductor, F. W. Shinafield.

January 18th.—John Kinney, while coupling cars at Constable's Hook, had his left hand crushed and several small bones broken. Engineer, P. H. Willever; conductor, John Kinney.

January 19th.—Italian coal picker, stepped out of way of an east-bound freight train in front of a New York train and was knocked off track, but not seriously injured, at Broad street station. Engineer, Staats Cortis ; conductor, Fred. King.

January 19th.—Patrick Molley, while standing by his engine, in Elizabethport yard, was struck by cars on opposite track. He kept hold of the handle of the engine and was dragged about thirty feet. He complained of his shoulder, leg, hip and hand being hurt. Engineer, Emil Poda ; conductor, James Hastings.

January 20th.—Frank Conahan, while making a coupling in Jersey City freight yard, had some of the bones in his left arm broken. Engineer, W. Young ; conductor, Wm. Grant.

January 20th.—Frank Winters was struck by train at east end of bridge over P. R. R. at Newark, and slightly injured. Engineer, S. Curtis ; conductor, Fred. King.

January 21st.—Richard J. Titus, after unloading milk at West Eighth street, attempted to jump out of car, when his left heel caught on edge of car, throwing him to platform and wrenching his right ankle. Engineer, A. F. Shedd ; conductor, L. Parker Titus.

January 22d.—An unknown man, while attempting to cross track at Green Brook water station, was struck and instantly killed. Engineer, Wm. Thomas ; conductor, Wm. J. Korndoefer.

January 23d.—F. S. Mills fell from top of box car, at Maurer's, and had his back injured. Engineer, Michael Kennedy ; conductor, Daniel Driscoll.

January 23d.—P. T. Soper, while trying to board a moving train at Cranford station, was knocked down and carried in an unconscious condition to station. Engineer, — McCloud ; conductor, Danl. S. Norton.

January 23d.—John Schenck, while coupling cars in Jersey City freight yard, had two fingers on his right hand injured. Engineer, F. Day ; conductor, J. Burns.

January 24th.—An unknown man was struck and instantly killed at Brills Junction. Engineer, Smith Watson; conductor, W. F. Jones.

January 26th.—Patrick Morley, while making a coupling in Elizabethport yard, had nail torn off finger. Engineer, Emil Poda; conductor, Jas. Hastings.

January 27th.—Richard Dalton, while coupling cars in Jersey City freight yard, had one finger crushed. Engineer, Charles Ward; conductor, John Kelly.

January 28th.—John Higgins, while handling piling, at Washington street, Plainfield, had his foot crushed.

January 31st.—F. W. Davis, while riding a car into switch at Bound Brook, had his foot badly bruised. Engineer, B. Flynn; conductor, W. H. Berkheimer.

February 1st.—F. H. Cramer, while coupling cars at Elizabethport, had the first finger on left hand crushed. Engineer, C. S. Moore; conductor, P. Cahill.

February 1st.—Charles Cross, while throwing switch at West Eighth street, Bergen Point, had his little finger mashed. Engineer, Frank Maxwell; conductor, W. H. Seip.

February 2d.—Wm. Kenagh, while attempting to board engine at Port Johnston, had collar bone broken. Engineer, T. Hague; conductor, Wm. Kenagh.

February 3d.—Adolph Hartung, while walking on track at Hackensack bridge, was struck; injury not stated. Engineer, Joe Regan; conductor, C. W. Keyser.

February 4th.—William Vandergrift, while making a coupling in Phillipsburg yard, had his thumb badly mashed. Engineer, W. H. House; conductor, F. Richline.

February 6th.—Theodore Flynn, while coupling cars in Phillipsburg yard, had his hand badly mashed. Engineer, J. Vandergrift; conductor, J. Pyatt.



February 7th.—A small boy, while sitting at the window, between East Ferry and Ferry streets, had his face slightly cut by a piece of coal falling from the tender and breaking the glass. Engineer, John Mackinson; conductor, Richard E. Ten Brook.

February 9th.—Thomas Connors, while coupling cars at Somerville, had three fingers badly mashed. Engineer, — Bradshaw; conductor, — Hess.

February 9th.—Frank J. Stoweken, while standing on the platform, very close to the edge, at East Forty-ninth street station, as train was passing, was drawn under (supposed by suction) and instantly killed. Engineer, Peter P. Gilmore; conductor, Geo. B. Brown.

February 9th.—Daniel Sullivan, while uncoupling cars at Brills, had his thumb caught and slightly mashed. Engineer, A. C. Schanck; conductor, Geo. W. McClary.

February 9th.—Charles A. Smith fell from top of box car at Elizabeth yard, and was instantly killed. Engineer, Everett Gordon; conductor, Ezra Queen.

February 12th.—Bernard C. Heindrichs, while uncoupling cars at Jersey City freight yard, had his left arm broken, Engineer, Geo. Jones; conductor, Frank Mechan.

February 12th.—John Shay, while applying brake at Bound Brook, fell between the cars and his left arm was taken off; he died from the injury. Engineer, Mat. Gibney; conductor, P. E. Connelly.

February 12th.—Richard Dalton, while coupling cars at Jersey City freight yard, had his right arm squeezed at the wrist. Engineer, Charles Ward; conductor, John Kelly.

February 12th.—John Lennon, while trying to board a coal train at Fiddler's, was quite seriously injured. Engineer, John Rich; conductor, — — —.

February 13th.—John Skinner had his thumb mashed at Elizabethport yard, while coupling cars. Engineer, John Funk; conductor, John O. Meyers.

February 16th.—John Hensel fell from freight train and was injured in back and neck, at High Bridge. Engineer, J. Wildoner ; conductor, W. Barber.

February 17th.—Gottfried Brinkau stepped directly in front of train at West Eighth street and was struck. The extent of his injuries could not be learned, because he could not be understood. Engineer, John Jason ; conductor, F. W. Shinafeld.

February 18th.—Lemuel Barbor, while standing on top of a freight car at Weldon Mine, was struck and knocked down by a water trough ; his head was bruised and face and neck cut. Engineer, R. A. Shaffer ; conductor, Wm. W. Bewers.

February 18th.—Frank E. August, while coupling cars at Jersey City freight yard, caught his finger, badly bruising it. Engineer, B. Munn ; conductor, Charles S. Stokes.

February 19th.—James Connelly, while some cars were being shifted at Westfield, was caught between car and freight-house platform ; one of his ribs was broken, shoulder dislocated and otherwise injured. Engineer, — Bogart ; conductor, — August.

February 19th.—Frank Gurlick, while making drill in New York track freight-house, was jerked from top of car ; he fell on rail, bruising his hips and back. Engineer, Wm. Cary ; conductor, M. Mahon.

February 19th.—Isaac Prastor, while riding car into siding at Elizabethport yard, the brake chain broke, throwing him from car ; he struck rails on other track and was bruised about the hips and arms. Engineer, Wm. Whetton ; conductor, C. S. Stokes.

February 19th.—Wm. B. Appleton, while coupling cars at Jersey City yard, crushed the first finger on right hand. Engineer, J. Powelson ; conductor, E. D. Losey.

February 20th.—While passengers were leaving train at Jackson avenue a child which a brakeman was assisting to platform slipped out of his hands and fell ; the nature of injury or name could not be ascertained. Engineer, Smith Watson ; conductor, M. A. Knapp.

February 20th.—Joseph Jennuine, while standing too close to edge of platform at East Ferry street, Newark, was struck by engine and knocked down on the platform, slightly injuring his side. Engineer, H. Jones; conductor, C. K. McVey.

February 20th.—Michael Wright, while standing too near edge of the planking on top of dump to stop cars at Elizabethport coal dump, lost his balance and fell over backwards on some coal dust; his hip and side were bruised—no bones broken.

February 22d.—Patrick D. Fox was struck and injured in the back at Jersey City passenger yard. Engineer, R. Mulford; conductor, C. W. Keyser.

February 22d.—George Breniezer, while coupling cars at Jersey City freight yard, had the thumb of right hand caught and slightly bruised. Engineer, C. Duncan; conductor, John Sullivan.

February 25th.—Michael Cusick, while applying brake, fell from top of box car to the ground and was injured about the legs. Engineer, Stewart Dunlap; conductor, J. J. Hennessey.

February 25th.—Marshall S. Nelson, while walking on top of cars at Carteret, was thrown off; three cars passed over him, mashing his left hand and dislocating his shoulder. Engineer, John Hague; conductor, Wm. Mabley.

February 27th.—James Emerson, while trying to board train in motion at Perth Amboy, had one toe cut off. Engineer, Chas. Husband; conductor, Peter M. Bryan.

February 27th.—Chas. B. Hamilton, while uncoupling cars at Bayway, had one of his fingers caught and mashed. Engineer, Julius Camman; conductor, Geo. Palmer.

February 27th.—Martin Vanderweg, while making a coupling at Dunellen, had one of his hands squeezed between the bumpers. Engineer, F. K. Wilson; conductor, C. H. Dinneen.

February 27th.—Martin L. Young fell from a box car, at Annandale, breaking his nose and injuring his back and wrist. Engineer, J. W. Sinclair; conductor, S. V. Shrope.

March 1st.—Horace Tarrant, while making a coupling at Jersey City freight yard, had his right hand bruised at the ball of the thumb. Engineer, John Harrington ; conductor, A. W. Weaver.

March 1st.—Herbert Cox, while handling line at the bow of tug "Red Ash," at Dock No. 4, Jersey City, the line slipped around on the steam head and a turn of it lying on the deck caught around Cox's ankle ; he tried to kick it clear, but could not, and was drawn up and around the steam head three or four times. When line got clear his right foot was pulled off at the ankle. Engineer, Wm. Norval ; captain, John S. Cox.

March 2d.—Fred. H. Gatham received two scalp wounds while attempting to board train in motion, at Elizabethport passenger station. Engineer, C. S. Moore ; conductor, P. Cavanaugh.

March 4th.—Patrick Hannigan, while coupling cars at Hampton, had thumb on right hand injured. Engineer, G. Oliver ; conductor, R. Fenwick.

March 4th.—James Payne, while coupling cars at Constable's Hook, had little finger of left hand so badly crushed that amputation was necessary between first and second joint. Engineer, F. Paulman ; conductor, Wm. McDaniel.

March 6th.—An unknown man, supposed to be an Italian, was struck and killed by some train (unknown) west of Gordon's crossing. Body was found between No. 1 and No. 2 tracks and brought to Roselle freight-house. It is thought he was struck by an east-bound train.

March 7th.—George Edmonds, while coupling cars at Jersey City passenger yard, had the thumb of right hand severed at the first joint. Engineer, D. Mattis ; conductor, John Doherty.

March 7th.—Michael Veno was struck by engine at Neshanic and instantly killed. Engineer, Jos. B. Case ; conductor, S. J. Johnston.

March 9th.—Michael Golden passed under gates and was struck by L. V. engine going west, at Elizabeth, thrown against the gates and slightly injured. Admitted it was his own fault. Engineer unknown.

March 9th.—Henry Myers, while mounting cars to help another boy pick coal, at Mount's crossing, Phillipsburg yard, fell to the rail; two wheels passed over his legs, injuring the left so badly that amputation was necessary at the ankle. The right, it is thought, can be saved. Engineer, Alfred Davis; conductor, Samuel Barnitz.

March 12th.—J. W. Ball, while attempting to board a moving train, at Roselle, fell, cutting his head slightly and bruising one leg. Engineer, John Cline; conductor, M. L. Ranck.

March 15th.—Daniel Fellon, while coupling cars, had two fingers badly pinched at Somerville. Engineer, Wm. S. Devine; conductor, Marion Sutton.

March 15th.—John Drescoll, while coupling cars at Port Johnston, Pier 2, had left hand bruised; the little finger had to be amputated. Engineer, J. Donelan; conductor, J. Drescoll.

March 16th.—John H. Morgan, while coupling cars at Port Oram, slipped and was caught, bruising one knee and hip. Engineer, A. M. Braman; conductor, N. Skinner, Jr.

March 17th.—Theodore Hunt, while employed in placing a car of coal on chute at Hampton, one of the ties gave way under his feet, throwing him head first to ground. He was unconscious when picked up, from which state he never recovered, and died on March 22d.

March 19th.—N. Skinner, while engine 81 was drilling and running with cars at Port Oram, in crossing the Mt. Hope R. R., two empty coal cars jumped off. Conductor Skinner was standing between them and was squeezed about the hips and abdomen and severely bruised, but not seriously. Engineer, A. M. Brannan; conductor, N. Skinner, Jr.

March 19th.—Thos. McCabe, while attempting to couple engine with coal car at Lafayette, was squeezed about the hips and left arm. No bones broken. Engineer, John Waite; conductor, E. Dilts.

March 21st.—Patrick Cleary, employed as track inspector, while in performance of his duties, was struck by cars and injured about his head, leg and arm at Jersey City freight yard. Engineer, Cornelius Duncan; conductor, George Jepper.

March 23d.—Body of unknown man, age about 30 years, was found lying on track west of canal bridge, east of Pamrapo.

March 24th.—John Miller, while attempting to make a coupling at Jersey City freight yard, had thumb of right hand cut off. Engineer, William Wetton ; conductor, Ben. A. Clements.

March 24th.—John Prebish jumped from moving train at Roselle, and was badly injured about the head. Engineer, — Naylor ; conductor, Phil. Backer.

March 24th.—Conductor Taylor slightly injured, west of county line, by parting of train. Engineer, N. E. Reinhart ; conductor, Pierce J. Taylor.

March 25th.—Charles Vreeland, while attempting to make a coupling at Jersey City freight yard, was caught between the cars and fatally injured. Engineer, George Hull ; conductor, Geo. B. McCaig.

March 26th.—The mutilated remains of a young man, probably nineteen or twenty years of age, were found on track about 300 feet east of canal bridge at Claremont. From papers found in clothing the remains are supposed to be those of James Castello.

March 27th.—Alexander Dupont, while assisting to unload baggage from car at Newark, had the second finger of right hand crushed between a large trunk and door jamb. Engineer, Stewart Jones ; conductor, Jno. L. Soden.

March 29th.—Michael Marager, while trying to jump on train in motion at Elizabethport yard, fell alongside of track ; one side of his foot was bruised by the tread of the wheel. Engineer, John Bowe ; conductor, James Coogan.

March 30th.—Herman Knough, while walking on track at west end of bridge at Point of Rocks, was struck and instantly killed. Engineer, John Johnson ; conductor, J. A. Bedell.

March 31st.—William Smith, laborer, had two fingers slightly injured while unloading rails at Brills.

April 1st.—Frank Boyd, while attempting to couple a coal car to a box car at Bound Brook, had his hand mashed between the dead-wood. Two fingers broken and thumb burst open. Engineer, H. Whitnack ; conductor, John Truex.

April 1st.—Carl McKenzie, while transferring freight at Carteret, had his foot badly bruised. Engineer, Hugh Horn ; conductor, Geo. Edick.

April 2d.—Isaac Praster, while drilling cars at Bound Brook, had end of thumb crushed. Engineer, — Wetton ; conductor, James McTague.

April 5th.—John Motley, while walking the track at Fanwood, was struck by the cars and badly injured. Engineer's name not given ; conductor, — Taylor.

April 5th.—Otto Minsh claims to have been struck by the cars at Union street, Elizabeth ; he was bruised about the head and right leg was injured.

April 6th.—Patrick Gallagher. Deckhand Johnston reports that while opening the gates on boat at Jersey City, Patrick Gallagher had his finger squeezed on the gate of steamer "Plainfield."

April 6th.—Patrick Connolly was riding on engine 21, which jumped track on account of broken axle, at head of yard at Port Johnston ; Connolly jumped from engine, which partly turned around, and caught him under the rear end. He was injured internally and his left leg broken in two places. He died April 6th. Engineer, F. McEvoy ; conductor, Geo. Whelan.

April 10th.—William Hoadly, while making a coupling at Bayonne, had his thumb and finger of right hand caught and injured between the draw-heads. Engineer, J. S. Gorgas ; conductor, A. P. Apgar.

April 16th.—Joseph J. Fry, while riding on car of lumber at Phillipsburg, the car was struck by another ; his hand was caught by sliding lumber and two fingers burst open. No bones broken. Engineer, Wm. Kelly ; conductor, Chas. McCarthy.

April 21st.—Philip Ryan fell from freight car at Communipaw, and had both legs cut off. Engineer, Frank Hall; conductor, Jacob Rummell.

April 22d.—Edward Greenfield, while attempting to board a passing train, west of Bound Brook, was knocked down and injured about the back and legs.

April 22d.—John Hayes, while attempting to couple cars at Roselle, had his arm caught between the bumpers and severely bruised; no bones broken. Engineer, B. C. Moore; conductor, John Kenney.

April 23d.—Edmond Kerr claims to have been struck by engine No. 136 at Ferry street station, on April 23d. Lip cut (Newark). Engineer, Smith Watson; conductor, Minard K. Knapp.

April 29th.—John Duffy, while uncoupling cars at freight-house, track No. 3, was caught between them and fatally injured. Engineer, C. Ross; conductor, J. H. Lane.

April 30th.—John Burns was struck by P. & R. engine at Elizabeth, and slightly injured.

May 3d.—W. H. Hazzard, while coupling cars, had his hand crushed. Train No. 402. Engineer, — Fisher; conductor, — Hertzell.

May 4th.—Harry J. Fox, while making a coupling at Jersey City freight yard, had his right arm slightly squeezed. Engineer, G. Jones; conductor, Frank Meehan.

May 5th.—Edward Keating, while riding on car at West Eighth street, it is supposed fell off in front of gondola car, which passed over him, cutting off both legs close to body. Engineer, W. H. Smith; conductor, J. Rosencrantz.

May 5th.—Stewart Eldridge, 11 years old, while walking on track in Phillipsburg yard, was struck and slightly injured. Engineer, Henry Lott; conductor, — —.

May 6th.—Frank Hegney, while making coupling at Bound Brook, his overshirt was caught causing his arm to be crushed between the bumpers; no bones broken. Engineer, H. Whitnack; conductor, John Truex.



May 6th.—John E. Ralph in some way caught his right foot between the bumpers and mashed his toes, at Hurd. Engineer, George A. Smith; conductor, Nathaniel Skinner, Jr.

May 6th.—Harry Lake, while attempting to couple cars at German Valley, caught three fingers of his right hand between the bumpers, mashing them badly; one had to be amputated. Engineer, John Van Fleet; conductor, H. O'Neill.

May 7th.—Elwood Brown, while attempting to board some cars that were being drilled at Jersey City, his foot slipped and he fell on the rail; one wheel passed over his right foot, bruising it so badly that it had to be amputated. Engineer, G. Heuber; conductor, Wm. G. Brown.

May 9th.—An unknown man, while hanging on side of car at Carteret, jumped or fell off, slightly injuring his head. Engineer, S. L. Darling; conductor, John Shurtz.

May 10th.—John Cullen, switchman, while passing from one switch to another at Jersey City freight yard, tripped and fell into a hole, sustaining fracture of the ribs.

May 11th.—Joseph Connahan, while coupling cars at Jersey City freight yard, had his left arm caught between the bumpers and badly bruised. Engineer, Fred. De Groff; conductor, John McCue.

May 12th.—Mr. Hummer, yardmaster, while coupling cars at Phillipsburg, had his right hand so badly mashed that it had to be amputated.

May 12th.—Jacob Talmadge, while trucking ties at Lake Hopatcong, had his leg broken by one of the ties falling from the truck and striking him as he was walking between the car and platform.

May 13th.—Stewart Eldridge, while coupling cars at Elizabethport, got his index finger of left hand caught and top was taken off. Engineer, Chas. Hodge; conductor, Chas. R. Gerard.

May 13th.—William Fleming, track walker, was struck and slightly injured, between East Twenty-second street station and Twenty-first street crossing.

May 14th.—Peter Burrows, while working on track, stepped from one track to get out of way of L. V. engine No. 11, at Jersey City, and seeing engine coming down track, he stepped back and was struck by tank and received a bad scalp wound. Engineer, Douglas Leasher.

May 16th.—Oscar Teschner, fireman, engine No. 134, when near Cranford, broke side rod, which knocked a hole in the boiler, badly scalding the face and hands of Teschner. Engineer, G. Moll; conductor, W. J. Korndoerfer.

May 16th.—Mrs. A. G. Moore, while attempting to alight from train at Jersey City, fell, going down on her knee and hip. Injuries unknown. Engineer, W. Aten; conductor, W. Korndoerfer.

May 17th.—Unknown. Engineer saw a man walking on the track in front of engine, east of Chilton street bridge, Elizabeth; he blew alarm whistle but could not attract the man's attention. The engine and tank passed over him, severing his head from his body. Engineer, Frank Naylor; conductor, Phil. Backer.

May 18th.—A. J. Elliott stepped off train right in front of tank, Jersey City, and was injured about the head. Engineer, G. B. Houston; conductor, ———.

May 22d.—Claud Morton. A stone was thrown through an open window of combination car, at Lafayette, striking the above-named on cheek bone, causing a slight but painful wound. Engineer, H. Allen; conductor, A. Powell.

May 23d.—John Lisoski had two fingers on his left hand crushed at Plainfield, by getting them caught in lever of hand car.

May 25th.—Leigh Fritts placed his foot on the link in draw-head of engine, which moved back unexpectedly, catching his left foot and squeezing it, at Jersey City. Engineer, A. Quaif; conductor, E. J. Kirk.

May 28th.—Peter H. Hager, while standing on brake at Elizabethport, the ratchet slipped and the wheel struck him on the hand, bruising it so badly that he was unable to work for the remainder of the week. Engineer, A. F. Shedd; conductor, L. Parker Titus.

May 28th.—Mrs. W. O. Bailey, while riding in train, a stone was thrown through the window, shattering the glass, at Jefferson street, Newark. Engineer, — Allen; conductor, W. F. Jones.

May 30th.—Henry Smith, while walking on west-bound track, at Somerville, was struck and his right arm and some ribs were broken. Engineer, James Leem; conductor, Stewart Skillman.

May 30th.—Edward L. Snyder, brakeman, jumped from the engine at Jersey City, to look at some cars that were to be taken out, was knocked down, his right leg broken near the hip and his right foot crushed. Engineer, Jno. Campbell; conductor, Silas Hulsizer.

May 31st.—Thomas Clay, while riding to work on an engine at Jersey City, jumped off directly in front of one approaching, which struck and injured him about the hips. Engineer, — — —; conductor, — — —.

June 2d.—Geo. Reiche, while walking on track at West Eighth street, was struck, his left arm broken and face slightly cut. Engineer, Wm. Grakelow; conductor, P. C. Jeffers.

June 2d.—Robert Duncan, while standing between the tracks when two trains were passing at Jersey City freight yard, was struck by box car in train and slightly injured. Engineer, William Young; conductor, William Guinos.

June 2d.—David Rosenbary, while coupling cars, had first two fingers on his left hand crushed so badly at Elizabethport yard that it was necessary to amputate them. Engineer, Dennis Donovan; conductor, Samuel H. Phipps.

June 4th.—Dennis Feenan, while attempting to board train in motion, at Bergen Point, slipped and fell, one car passing over his foot, crushing it to the instep. Engineer, A. Kirkendall; conductor, Ed. Mountain.

June 4th.—Frank Miller, while preventing a woman from crossing the track, at East Twenty-second street, was struck and fatally injured. Engineer, Hugh McClaren; conductor, William E. Haynes.

June 4th.—Edward Gilmore, assistant supervisor, while standing on the track at Annandale giving instructions to Foreman Wolf, was struck and badly cut about the head and his skull fractured. Engineer, — — — ; conductor, — — — .

June 8th.—An unknown man fell from the train when at the switches at Jersey City tower ; was picked up and taken to the station at Jersey City. Engineer, Frank Naylor ; conductor, Phil. Backer.

June 10th.—James Waters, while stepping from engine to toggle-box of bridge at Jersey float bridge, Jersey City, had his left foot squeezed ; no bones broken. Engineer, David Mattis ; conductor, John Doherty.

June 10th.—Frank Cassidy, while putting coal in fire-box at Annandale, flue burst and the door struck and injured him slightly. Engineer, C. A. Wilson ; conductor, Jas. Kenna.

June 11th.—Dennis McGrath, while coupling cars at Jersey City freight yard, was caught and squeezed about the ribs. Engineer, F. Wilkinson ; conductor, M. Healey.

June 11th.—Patrick Gallagher, while coupling cars at Jersey City freight yard, had his right arm crushed. Engineer, Geo. Hull ; conductor, Frank Boyd.

June 14th.—Henry Miller, while stepping off train before it had stopped at station at Greenville, lost his balance, spraining his knees and rupturing the muscles of his legs. Engineer, Judson Janson ; conductor, G. T. Hodge.

June 14th.—Jos. Luby, while attempting to board train at West Side avenue after it had started, was struck by bridge, crushing his foot and bruising him about the head. Engineer, R. Mulford ; conductor, M. A. Knapp.

June 18th.—John C. Joyce, while riding a car on a caboose track at Jersey City freight yard, the car ran against some others and he was caught between the brake wheels and squeezed. Engineer, Thomas Connors ; conductor, A. Calbuth.

June 18th.—Wm. Minard, while attempting to make a coupling on Manufacturers' Branch, had his right hand bruised and the middle finger knocked out of joint. Engineer, Mellick Shick; conductor, P. G. Young.

June 21st.—Timothy Lynch, while jumping from caboose, was caught between the engine and gondola car and killed, at Port Johnston. Engineer, A. Kirkendall; conductor, P. Cottrell.

June 22d.—Wm. Whittor, engineer, while having his head out of cab window at Jersey City freight yard, was struck by some cars and badly injured. Engineer, Fred. Day; conductor, Thomas Lechey.

June 22d.—John C. Joyce, while making a coupling at Jersey City freight yard, had his left hand crushed. Engineer, Thos. Connors; conductor, A. Colbath.

June 23d.—An unknown man was found dead on the track at Brills. Engineer, Jno. Makenson; conductor, John H. Dodwell.

June 23d.—Barbary Wolf, while stepping from train at Jersey City depot before it had stopped, fell to the platform; not seriously injured. Engineer, Jas. Powell; conductor, M. H. Henry.

June 24th.—James Moran fell from the top of car at Elizabethport yard; one truck passed over his heel and side of one foot, injuring it so badly that amputation was necessary. Engineer, John Bowe; conductor, James Coogan.

June 26th.—An unknown man was struck at East Fortyninth street and instantly killed. Engineer, ———; conductor, ———.

July 1st.—Herman Heefner, employed on float bridge at Jersey City, while crossing from one bridge to the other caught his leg between the stringers, bruising it very badly. No bones broken.

July 3d.—James O'Shea, head cut and injured internally; Andrew Nolan, ankle fractured; Andrew Petruska, back injured. The above-named men were injured by axle of hand car breaking at Maurer's.

July 4th.—An unknown man was struck and instantly killed on Hackensack bridge. Engineer, Henry Jones; conductor, Frank Foxard.

July 6th.—Gus. Leifer, while crossing track at Jersey City float bridge, was struck and knocked down. Not seriously injured. Engineer, E. D. Mattis; conductor, John Doherty.

July 7th.—Josie Humbert (said to be insane), while walking on track at Madison avenue bridge, was struck and slightly injured. Engineer, — Fisher; conductor, — —.

July 8th.—Aaron Null, while working on boxing for new signals at Jersey City freight yard, was struck and seriously injured about the head. Engineer, Geo. Lewis; conductor, John Kirk.

July 8th.—John Furlong, while putting in switch timbers at Jersey City freight yard, was accidentally struck with a pick, receiving a wound in the fleshy part of his hip of about three inches.

July 9th.—Thomas Hearney (child), while playing on the track at Elizabeth avenue, was struck and killed. Engineer, C. Young; conductor, — —.

July 9th.—Samuel Richmond, while walking on track at Elizabethport yard, saw some cars approaching and stepped off on the side next to the platform, thus getting caught and squeezed between the car and platform. Engineer, Everitt Gordon; conductor, Ezra Queen.

July 11th.—Chas. Messenger, while uncoupling cars at Carteret, had his right foot severely bruised. Engineer, Geo. Cameron; conductor, Nelson Riley.

July 14th.—H. Charlton, while sitting next to the window in Blue Line coach at Green Brook, his right arm on window sill, not extended out of the window, his arm was struck by something unknown, inflicting a deep cut two inches in length. Engineer, Chas. Clapp; conductor, John Merlett.

July 14th.—Harry J. Fox, while coupling cars at Jersey City freight yard, had thumb of right hand mashed. Engineer, — Siegfried; conductor, Frank Sheehan.

July 14th.—John Vandyke, while coupling cars at Middle Valley, had thumb on right hand mashed so badly that it had to be amputated at first joint. Engineer, Joseph Mowery; conductor, Walter Mesler.

July 15th.—Frank Lehman, while coupling cars at Elizabethport yard, caught the little finger on his right hand between the draw-heads, bruising it slightly. Engineer, Frank Hammer; conductor, John J. Boyle.

July 18th.—Charles R. Skillman, while some cars were being hauled out of Hampton stock yard, Skillman had his finger caught behind a pin and crushed. Engineer, W. Cooper; conductor, H. Thatcher.

July 19th.—Joseph Carroll was found dead on the track at Somerville. Cause of accident unknown.

July 19th.—A passenger was struck on the hand by a piece of coal falling from the tank between Passaic and East Ferry streets, Newark. Engineer, Henry Jones; conductor, Geo. K. McVey.

July 21st.—Geo. Hissock, while tending engine and derrick for taking up frogs at Elizabeth, had his hand caught in cog-wheels and crushed.

July 21st.—Chas. Earle, while under the influence of liquor, was injured in Jersey City yard. It is not known whether he fell off train or was injured while attempting to get on one. Engineer, N. Rhodes; conductor, — Van Arsdale.

July 21st.—Chas. Sayres, while fishing in the canal from bridge at East Arlington avenue, was struck and instantly killed. Engineer, James Houk; conductor, D. Henshaw.

July 23d.—N. Cartereto, while walking on the track at Elizabethport, was struck and arm broken. Engineer, S. Curtis; conductor, Wm. Laughlin.

July 31st.—John Duckworth, while cutting a car from engine at Elizabeth yard, had three fingers of one hand crushed between the bumpers. Engineer, — Gordon; conductor, James Hastings.

August 2d.—Frank Lake, while coupling cars at Jersey City freight yard, had his right arm and hand crushed. Engineer, Jno. Herrington ; conductor, M. E. Williams.

August 3d.—Peter Gray, while repairing switch at Bound Brook, was struck and his head cut open. Engineer, H. Whitenback ; conductor, John Truex.

August 3d.—Frank Callehan found dead on track east of Plainfield station.

August 4th.—Arthur Sharkey, while putting in new ties at Netherwood, was struck on the back of the hand by a pick and slightly injured.

August 5th.—Geo. W. Porter fell from the engine at Jersey City freight yard, and was bruised about the head and hips. Engineer, M. Shick ; conductor, Thomas F. McGinnis.

August 5th.—Edw. Corkery, while coupling cars at Phillipsburg, had index finger on left hand crushed. Engineer, Mart. Gibney ; conductor, P. Connelly.

August 6th.—Wilson Rex, while coupling cars at Neshanic, had two fingers crushed. Engineer, Thomas Bradshaw ; conductor, J. E. Hess.

August 8th.—J. Smithers, while picking up coal at Bay bridge, was struck and instantly killed. Engineer, Jno. Rhodes ; conductor, J. T. Dolbeer.

August 10th.—Robert Biers, while coupling cars at Cranford, had two fingers crushed. Engineer, M. Gibney ; conductor, J. K. Young.

August 11th.—E. J. Smith, while putting on brake at West Eighth street, had foot injured. Engineer, C. Roberts ; conductor, Hugh Reilly.

August 13th.—Mrs. J. R. Alwood, struck by door of freight car at Tremley and slightly injured. Engineer, Wm. Bonnett ; conductor, M. A. Knapp.



August 13th.—Mrs. Shaw, while boarding train at Evona, fell and slightly injured herself about the head. Engineer, Nate Rhodes; conductor, P. Van Arsdale.

August 17th.—Edw. Cavanaugh, while driving across the track at Elizabethport, was struck and injured about the legs. Engineer, Edw. Pods; conductor, James Hastings.

August 18th.—Mrs. Jno. Feley, was struck in the back by a stone at Elmora, thrown through the car window, which then glanced off and struck her daughter in the face. Engineer, J. Dunhan; conductor, P. Van Arsdale.

August 19th.—Danl. Smith, while unloading ties, had his right leg injured at German Valley. Engineer, Jno. Van Fleet; conductor, Henry O'Neill.

August 20th.—Annie Lehy (child), while boarding train with her father at Newark, had her hand badly bruised by the draw-head lever. Engineer, John Provost; conductor, A. B. Prawl.

August 23d.—Michael Lay had foot crushed at Bayonne, while jumping on coal train. Engineer, Fred. Paulman; conductor, John Kenny.

August 24th.—Thomas Butler had foot caught between two gondola cars at Elizabethport yard and badly mashed. Engineer, Emil Poda; conductor, James Hastings.

August 24th.—Lewis Morgan had right ankle sprained at Plainfield while drilling cars. Engineer, Geo. Wells; conductor, R. W. Colwell.

August 24th.—William Holmes, while trying to board coal train at Phillipsburg yard, fell under the wheels and his right foot was so badly mashed that amputation was necessary. Engineer, ———; conductor, ———.

August 25th.—Geo. Paulman, while drilling cars at Elizabethport yard, had index finger on right hand badly mashed. Engineer, Julius Camman; conductor, Geo. Paulman.

August 25th.—John J. Boyle, while coupling cars at Elizabethport yard, had three fingers crushed. Engineer, Isaac Webster ; conductor, John J. Boyle.

August 26th.—John Lisoski, while pulling spikes on the track at Westfield, was struck and instantly killed.

August 26th.—Train 348 collided with shifting engine 155 at Bayway, wrecking four cars, damaging engine and injuring Engineer F. De Groff, Brakemen Wm. Dennis and Wm. Stalknecht. Engineers, Fred. De Groff and Thomas Bowe ; conductors, C. S. Stokes and James Crugan.

August 27th.—Lewis Warrick, while coupling cars, had left arm and hand crushed between the bumpers, at High Bridge. Engineer, Wm. Rex ; conductor, Howard Fenwick.

August 30th.—William Cunningham, conductor, struck and instantly killed, at Greenville. Engineer, C. Schroll ; conductor, C. S. Strokes.

August 31st.—John H. Corwin, slightly injured by poker falling from engine tank at East Forty-ninth street and breaking two panes of glass in combination car. Engineer, Geo. Neuber ; conductor, D. S. Horton.

September 3d.—John Croke was found on the track at Junction badly injured.

September 3d.—Robert Laudénbach, badly injured at Green Brook while stealing a ride on freight train. Engineer, Charles Goshel ; conductor, Alfred B. Appar.

September 5th.—P. Conley, while making a coupling at Hampton coal storage plant, had his right arm caught between the bumpers and badly mashed ; amputation was necessary. Engineer, John Beem ; conductor, L. S. Bowlby.

September 6th.—M. J. Frazer, while crossing the track at Westfield, was struck and badly injured. Engineer, T. Tice ; conductor, — — —.

September 6th.—James Sodden, while walking on the track at Hackensack bridge, was struck and instantly killed. Engineer, — Mackinson ; conductor, — Dudwell.

September 6th.—Luther Opdyke, while getting off the throw-switch at Elizabethport, was struck by signal post and injured very badly about the shoulder and back. Engineer, Chas. S. Moore ; conductor, Patrick Cahill.

September 11th.—Train 361 was derailed at Claremont and the following persons injured ; Mrs. Henry Millemann, of New York, injured about the head and body ; Becky Lipzig, of New York, side injured ; Walter Gerow, of Jersey City, leg injured. Engineer, Clarence Young ; conductor, W. G. Brown.

September 11th.—Henry Lott, engineer, fatally injured in a collision at Springtown. (Mr. Lott was engineer on pushing engine.) Engineer of schedule train, H. Meich ; conductor, W. H. Santee.

September 12th.—M. Coughlin, struck by switch-stand at Communipaw and left leg severely bruised. Engineer, G. Jones ; conductor, T. Brock.

September 13th.—An unknown man was struck and killed at Cranford. Engineer, Frank Naylor ; conductor, Wm. E. Haynes.

September 14th.—Theodore Jewell, switchman, was struck at Dunellen and injured about the hips. Engineer, F. K. Wilson ; conductor, C. H. Dimeen.

September 14th.—William Howley (office boy), while trying to board train at Hampton stock yard, missed his footing and fell in front of the wheels, badly crushing his foot, which had to be amputated. Engineer, James Binger ; conductor, C. Sinclair.

September 10th.—Bridget Boyle (ten years old), while crossing track at Centreville, was struck and instantly killed. Engineer, John Provost ; conductor, Lewis W. Romeis.

September 17th.—B. W. Stevenson and A. J. Nicholas, while trying to cross bridge in front of train at Ferry street station, were struck and instantly killed. Engineer, Frank Miller ; conductor, — — —.

September 18th.—J. G. Dumont, while drilling cars at Somerville, had toes crushed. Engineer, Geo. Neuber; conductor, Danl. S. Horton.

September 21st.—Calvin S. Berry, while stepping from coach to car at Lebanon, was thrown off and severely bruised. Engineer, S. Jones; conductor, C. S. Stokes.

September 22d.—James McMahon, while trying to cross the track in front of train at Cranford, was struck and killed. Engineer, — Stock; conductor, — Reckless.

September 22d.—Wilson Compton, while under the influence of liquor, tried to cross the track in front of engine at Flemington yard, was struck and instantly killed. Engineer, James Wilson; conductor, Ed. Kline.

September 23d.—John Raube, while trying to board train in motion at Somerville, fell under the wheels and his left leg was severely crushed below the knee.

September 23d.—James McGinley, while making coupling at Hampton, had his right hand badly squeezed. Engineer, Henry Meich; conductor, Wm. Santee.

September 24th.—Henry Woeppel, while boarding a moving car at float-house, Jersey City freight yard, was struck by float-house switch-stand and knocked to the ground. Injuries not serious.

September 24th.—John Corall, while getting off east-bound track at Bound Brook, for train to pass, he stepped on a side track, an engine backed down the side track to back some cars and caught his arm, crushing it.

September 26th.—An unknown man, while trying to board train at Elizabeth, missed his footing and fell to the platform. Engineer, J. A. Cline; conductor, W. L. Rarick.

September 26th.—Gus. Reb jumped off train at Elizabeth station, cutting his face badly. Engineer, Owen Rudden; conductor, —  
—.

September 27th.—Jacob Grabacher, while trying to board train in motion at Elizabethport, fell, cutting his head quite badly. Engineer, Jno. Watte; conductor, W. E. Ditts.

September 29th.—Andrew Berrish, while walking on the track at Elizabethport, was struck and fatally injured. Engineer, Michael Kennedy; conductor, Ezra Quinn.

September 29th.—J. T. Jenkins, while transferring oysters at Somerville, had his hand severely bruised. Engineer, S. Jones; conductor, C. S. Stokes.

September 30th.—G. H. Smith, while under the influence of liquor, attempted to board train in motion at Claremont and had his right foot injured. Engineer, F. Naylor; conductor, Phil. Backer.

October 1st.—Fred. Jenkins, while coupling cars, had right hand caught in the draw-heads, at Elizabethport yard, and index finger broken. Engineer, Thos. Bowe; conductor, John J. Boyle.

October 1st.—Andrew Garrity, tender of bridge at Woodbridge draw, was sitting on south end of the draw and was not seen until struck by an engine. He was instantly killed. Engineer, Lloyde Clarke; conductor, J. W. Van Houten.

October 2d.—Hugh Dunlavey, struck and instantly killed at Newark. Engineer, B. Flynn; conductor, F. Voghte.

October 3d.—Michael Mountain, while putting on brake at Port Johnston, fell to the ground, bruising the small finger of right hand quite badly. Engineer, Wm. Thompson; conductor, Ed. Mountain.

October 3d.—F. Durbane, while walking on track at Maurer's, stopped in front of engine No. 27 and was instantly killed. Engineer, Wesley Alpaugh; conductor, J. W. Van Houten.

October 4th.—William Vanness, found on the track at Westfield. He had evidently been struck during the night. Extent of injuries received unknown. Engineer, ———; conductor, ———.

October 4th.—Fannie Dunn, after alighting from train at Arlington avenue, fell to the platform, spraining her ankle. Engineer, Jas. Regan; conductor, C. N. Keysey.

October 7th.—Henry Pilkington (employee), while running across the track at Jersey City, was struck, knocked down and his left shoulder and hip bruised. Engineer, Luke Stoddard; conductor, Jas. Doud.

October 7th.—Christopher I. Langstroth, as he alighted from train at East Ferry street, he stepped off on the side opposite the depot and was killed by rear car passing over him, at Newark. Engineer, Henry Jones; conductor, C. K. McVey.

October 8th.—George E. Dumphy, while coupling cars at Jersey city, had two fingers on right hand crushed. Engineer, H. Sigfried; conductor, Frank Meehan.

October 8th.—Wm. Swearer. As caboose was being backed in yard at Phillipsburg this man stepped on the track and was instantly killed. Engineer, Wm. Mason; conductor, Theo. Shrope.

October 9th.—George Maxwell, while crossing the track at Greenville, was struck and instantly killed. Engineer, — Doyle; conductor, — McGee.

October 11th.—Thomas Kaine (brakeman), caught between car and fence at West Eighth street, and one rib broken. Engineer, J. Maloney; conductor, Robert Carr.

October 11th.—William Robinson, while coupling cars, had one arm crushed, at Jersey City freight yard. Engineer, Fred. Day; conductor, James Pettit.

October 13th.—James S. Robinson. When train was stopping at Cranford station the shield of one of the forward wheels of engine became loose and was flung to the platform, slightly bruising this man's leg. Engineer, Geo. Newber; conductor, — —.

October 13th.—William Chandler and James Miller fell into pump-pit, located on north side of depot at Jersey City, and were injured by steam escaping from a broken pipe. One of them was severely scalded.

October 14th.—Emile Frazer fell from his train west of Fanwood, breaking his leg.

October 15th.—William Hanley, while making coupling at Spring street, was caught and squeezed about the hips. Engineer, Geo. Oliver; conductor, Dennis Howley.

October 15th.—J. Francis Walsh (boy), while playing on some coal cars at Grant avenue station, was struck and killed. Engineer, Jas. Moyer; conductor, H. E. O'Grady.

October 15th.—W. S. Roseberry, while making coupling at Jersey City, had his left arm squeezed. Engineer, Henry C. Ketchledge; conductor, Richard Mack.

October 16th.—Thomas Ragen ran down the embankment at Perth Amboy and deliberately lay down on the track between the rails with his feet extended over the rail, in front of train No. 357. The engine, baggage car and smoker passed over him, severing his legs between the knees and ankles. The accident was witnessed by Messrs. Isaac Harriett, Perth Amboy, N. J.; Wm. S. Dayton, Perth Amboy, N. J.; Rev. C. H. Kidder, 512 Summerfield avenue, Asbury Park.

October 17th.—Samuel Hand (boy), fell from train at Perth Amboy station, and in falling his right hand was thrown on the rail, and four fingers severed. Engineer, P. D. Mead; conductor, O. H. Day.

October 18th.—Thos. Fields, while working in the engine-room on the ferry boat "Plainfield," at Elizabethport, fell and injured himself. The ladder broke while he was painting.

October 21st.—Arthur Rivers, while disconnecting link on engine at Communipaw, had one finger cut off at the first joint.

October 21st.—Edward Nicholas, while making coupling at Elizabethport yard. Engineer, Wm. H. Krouse; conductor, Wm. Dugan.

October 22d.—An unknown man found dead on the track at Grace-land station. As an empty whiskey bottle was found on his person, it is supposed he was intoxicated.

October 22d.—George Wilson, while crossing the track at Port Liberty, was struck and thought to be injured internally. Engineer, ———; conductor, ———.

October 23d.—Anton Jourey (laborer), while crossing the track at Jersey City passenger yard, was struck and fatally injured. Engineer, Wm. J. Gorman; conductor, Ed. Loucy.

October 24th.—George W. Stull, while making coupling at Phillipsburg, had his right hand caught between the bumpers and his thumb mashed. Engineer, Wm. Kelley; conductor, John T. Fry.

October 24th.—James Henry, while putting brake on P. R. R. rack car at Elizabethport yard, the brake chain broke and wheel went round, shoving his hand against the coke with which the car was loaded, and cut a severe gash in the back. Engineer, Julius Camman; conductor, Geo. Paulman.

October 28th.—Geo. J. Dolbeer, while coupling a coal car to a gondola with a Janey draw-head, his hand was caught between the draw-head and hook and severely bruised, at Elizabethport yard. Engineer, Henry Wolfskul; conductor, John Sullivan.

October 30th.—James Murry (brakeman), found dead between Roselle and Elmora. Engineer, J. F. Nieman; conductor, W. W. Barnes.

October 30th.—Wm. McKenna, while crossing the track at East Forty-ninth street, was struck and killed. Engineer, F. Cobson; conductor, P. C. Jeffers.

October 30th.—Thomas O'Hore, while coupling cars, had right hand crushed between the bumpers at Jersey City freight yard. Engineer, — Megee; conductor, Jas. Kelly.

October 31st.—John Ocskay, while walking on the track at West Eighth street, was struck and fatally injured. Engineer, John Smith; conductor, G. L. Martin.

November 3d.—Thomas McGill. While engine 114 was drilling cars down track 19 at Elizabethport, McGill, who was walking side of the track, was struck and knocked down. Three cars passed over one of his legs. He died shortly after being taken out from under the cars. Engineer, Wm. H. Krouse; conductor, Wm. Dugan.



November 4th.—Martin Heafsey, while coupling cars at White House, had his right hand severely bruised. Engineer, Nathan C. Rhodes; conductor, John Long.

November 6th.—John Reiley, while coupling cars at Jersey City freight yard, had one finger crushed. Engineer, Jno. Harrington; conductor, M. R. Williams.

November 7th.—John J. Boyle, had foot caught between cars at Elizabethport yard, and severely bruised. Engineer, Isaac Webster; conductor, John J. Boyle.

November 8th.—William Manning, while coupling cars at Elizabethport yard, had nail torn off one finger. Engineer, Charles Hodges; conductor, Geo. R. Gerard.

November 8th.—James Holmes, Thomas Credan and an unknown man were sitting on bridge at Bay bridge; when the engineer gave the alarm James Holmes and Thomas Credan jumped off and were drowned, the other was rescued. Engineer, G. Oliver; conductor, R. Fenwick.

November 8th.—Edward Burke, while stealing a ride on coal cars at Dunellen, had his toes crushed between the bumpers. Engineer, ———; conductor, ———.

November 11th.—Andrew Kline jumped from train after it had started from Plainfield station and had one arm dislocated. Engineer, P. Hartsell; conductor, W. F. Jones.

November 12th.—Michael Condra, while taking large grindstone from freight car at Newark, had the fingers on his right hand badly crushed.

November 16th.—Edward Traible, while working on freight car truck; standing on same track, at Elizabethport yard, was a stock car being torn to pieces, the end of which fell out, striking him on the head, bruising it severely. Engineer, ———; conductor, ———.

November 16th.—Bernard Travers, while coupling cars at Elizabethport yard, had hand caught between the draw-heads and severely bruised. Engineer, Thomas Bowe; conductor, James Coogan.

November 18th.—George Rubles (colored boy), while riding on train at Plainfield, fell between the cars and had his foot badly crushed.

November 19th.—William Smith, while trying to jump on engine at Centreville, slipped and had one leg crushed. Engineer, William Taylor ; conductor, — — —.

November 22d.—Mr. Fuller, while loading potatoes from a freight car at Jersey City, some cars were run in the switch, causing the one he was unloading to move slightly, injuring one of his legs. Engineer, C. Duncan ; conductor, Geo. Jepper.

November 23d.—John Truex, while making a flying switch at Bound Brook yard, was struck and his collar bone broken. Engineer, H. Whitenack ; conductor, John Truex.

November 24th.—Lewis Vought, while coupling cars at Bound Brook, had one finger crushed. Engineer, F. Fisher ; conductor, John Hartsell.

November 25th.—Walter C. Hoehler, struck by train east of Spring street. Engineer, James McCabe ; conductor, Wm. A. Snyder.

November 26th.—Harry Fisher (number taker), having climbed up ladder on side of car at Jersey City freight yard, was struck by a passenger train and his right leg cut off. Engineer, Fred. Fisher ; conductor, John Londenbury.

November 26th.—Unknown. As train No. 60 approached Fanwood station a lady attempted to jump from train before it had stopped, and fell ; not injured. Engineer, M. Moynihan ; conductor, George Y. Brokaw.

November 26th.—John C. Young, while getting off train at South Brills to flag approaching train, fell and sprained his ankle. Engineer, F. H. McPean ; conductor, Fred. Corlock.

November 29th.—E. E. Townley, while coupling cars at South Brills tower, had one finger crushed. Engineer, John Jones ; conductor, Peter Young.

November 30th.—John Sisk, while coupling cars at Port Johnston (Pier 1), had left hand mashed.

December 1st.—John Madden, while separating cars at Jersey City, had the index finger severed from right hand. Engineer, W. H. Rhodes; conductor, J. Blanchard.

December 1st.—John Riley, while coupling cars at Jersey City freight yard, had two fingers crushed. Engineer, John Hull; conductor, John Fitzgerald.

December 2d.—Two boys (unknown), while walking on track at Elizabethport, were struck; one instantly killed, the other fatally injured. Engineer, T. Tice; conductor, ———.

December 2d.—John Fey, while coupling cars at Dunellen, had one hand badly crushed. Engineer, Harry Downing; conductor, S. Shaw.

December 2d.—Michael Barry, while jumping from coal train at Plainfield, had both legs cut off. Engineer, Thomas Foortsed; conductor, W. E. Kerwin.

December 5th.—Mrs. S. M. Smalley stepped from train before it had come to a full stop, at Plainfield, and injured her hip. Engineer, ——— Newber; conductor, Saml. Johnson.

December 5th.—Andrew Ruwok, while walking on track at Fanwood, was struck and quite seriously injured. Engineer, Thomas Cook; conductor, J. Knowles.

December 8th.—In a rear-end collision at Greenville the following persons were injured: Miss Gilroy, 1175 Washington street, Elizabeth, N. J.; John J. Feindal, Somerville, N. J.; George Lawson, North Broad street, Elizabeth, N. J.; E. J. Joseph, Hazleton, Penna.; B. C. Chetwood, 120 Broadway, New York City; James Ross, Bound Brook, N. J.; W. H. Parker, Red Bank, N. J.; E. E. Runyon, Plainfield, N. J.; Frederick Gutoski, Somerville, N. J.; Orlando, Demarest, 37 Burrow street, New York City; T. J. Miller, Park avenue, Plainfield, N. J.; S. M. Hershfield, 244 East Forty-eighth street, New York City; Louis Crepner, 101 Suffox street, New York City; John Bell, 101 Suffox street, New York City; Daniel Allen,

— —, Dunellen, N. J.; John Sanson, — —, Westfield, N. J.; Mrs. Madge D. Vail, 14 North avenue, Plainfield, N. J.; Alex. M. Runyon, Plainfield, N. J.; Miss Hattie Hardy, 112 Second Place, Brooklyn, N. Y.; Miss V. Leveridge, 20 West Forty-fifth street, New York City; Miss Elizabeth Kingston, 156 Second street, Plainfield, N. J.; Mrs. Benj. H. Hines, 154 William street, Elizabeth, N. J.; Miss Edith Hines, 154 William street, Elizabeth, N. J.; Chas. H. Leonard, corner Cherry and Elm streets, Elizabeth, N. J. While local train No. 106 was unloading passengers at Greenville, train No. 11 passed; a woman (Mrs. H. Pazlet, of Greenville), who was about to cross the track, and hearing the train coming, became excited and fainted, falling between the tracks; rear brakeman of No. 11 thinking his train had struck her, pulled the bell cord and stopped the train, and before it could be started (it being very foggy) Long Branch train No. 305 ran into rear end of No. 11, injuring the above-named persons. Engineers, Oscar Durand and R. Wolverton; conductors, M. R. Mulford and O. J. Freeman.

December 8th.—Berth Swall, switchman, while riding freight train at Jackson avenue station, was struck by overhead bridge and quite badly injured. Engineer, Charles Schroll; conductor, P. M. Bryan.

December 10th.—William Bealen, found on track at West Side avenue, with small toe crushed and clothes torn. Engineer, R. H. Mulford; conductor, A. Powell.

December 10th.—E. P. Edwards, while attempting to cross track at Elizabeth, was struck, his hip injured and ankle sprained. Engineer, S. Curtis; conductor, F. King.

December 13th.—Stephen Cullen, while walking on track at Brills shop, was struck and severely injured. Engineer, Geo. Coffee; conductor, Aug. B. Prawl.

December 14th.—Martin Scanlan had both feet badly bruised at Elizabethport yard, while drilling cars. Engineer, Joseph Ocrum; conductor, Harry Place.

December 15th.—Andrew Robinson and Fannie Robinson, while walking on track at Communipaw, were struck and fatally injured. Engineer, Judson Jansen; conductor, G. T. Hodge.

December 16th.—Edward Toner, while jumping on train at Fifth avenue crossing, had his right foot badly mashed. Engineer, James Lee; conductor, Edward D. Horn.

December 17th.—Robert Zimmerman, while trying to board train in motion at Greenville, fell to the platform and severely bruised his legs. Engineer, P. Mead; conductor, W. G. Brown.

December 17th.—J. Fanchard found on track at Plainfield, with right arm and right leg cut off. Engineer, — Buckle; conductor, — Whitty.

December 19th.—Rev. J. R. Gibson, while alighting from train at Califon, missed his footing and fell against milk platform, severely bruising his head and side. Engineer, Chas. Forrester; conductor, Samuel Crook.

December 19th.—Daniel Wanamaker, while coupling cars at Jersey City passenger yard, had three fingers on one hand crushed. Engineer, D. Mattis; conductor, George Jopper.

December 21st.—Fremont Johnson, while sitting on top of box car at Hampton Junction, fell to the ground, injuring his head and shoulders. Engineer, John Campbell; conductor, P. M. Bryan.

December 21st.—John Kenny, while coupling cars at Elizabeth, had several fingers crushed. Engineer, Frank Bogart; conductor P. J. Cahill.

December 22d.—Frank Schuller (ten years old), was walking on track bridge that spans the Pennsylvania R. R., at Newark, fell between the ties. He is thought to have been badly injured.

December 23d.—An unknown lady attempted to jump off train after it had started, at Jersey City depot, fell to platform, slightly injuring her wrist. Engineer, Jas. Powell; conductor, M. H. Henry.

December 24th.—John E. Kamp, while attempting to catch train at West Eighth street, which had just left station, was struck by the cylinder of engine 145, which had just started after, and knocked Kamp senseless. Engineer, M. Monyhan; conductor, W. H. Jackson.

December 24th.—Miss Kate Noonan, while crossing track at Elizabethport, was struck and slightly injured. Engineer, J. Johnson; conductor, I. A. Bedell.

December 24th.—John Falvey, while separating cars at Jersey City, had one finger on right hand crushed. Engineer, Geo. Hull; conductor, John Fitzgerald.

December 25th.—John W. Reid, brakeman, struck by overhead bridge at Communipaw, and slightly injured. Engineer, R. H. Kingston; conductor, Geo. F. Ely.

December 26th.—James Henwright and Rosa Nash, while crossing track with a horse and wagon at Port Reading crossing, were struck and instantly killed. Engineer, Chas. Ross; conductor, M. R. Mulford.

December 27th.—Leonard Brown, while drilling cars, had his arm caught between the buffers, at Jersey City freight yard. Extent of injury received unknown. Engineer, Jno. McGee; conductor, Morgan Williams.

December 28th.—Engineer Reinhart, while engine 356 was taking water at White House, and flag was back; Engineer Reinhart was asleep and ran past the signals, struck the rear car of engine 356, damaging the cars and injuring himself about the head. Engineers, N. Reinhart and Jacob Gorgos; conductors, William Stansbury and J. A. Willever.

## CHESTER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Chester Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$98,500 00
Bonded debt.....	100,000 00
Floating debt.....	26,472 73
Cost of road and equipments .....	\$224,972 73

The road extends from Chester Junction to Chester, a distance of ten and two-hundredths miles.

It is leased to the Morris and Essex Railroad Company, at an annual rental of seven per cent. on its bonds, and its operations are included in the report of said company.

It is operated by the Delaware, Lackawanna and Western as lessee of the Morris and Essex, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, *ss.*—Frederick H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Chester Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRED. H. GIBBENS.

Sworn and subscribed before me this 8th day of February, A. D. 1893.

LUDWIG R. MILLER,

Commissioner for the State of New Jersey in New York.

Dividends paid during the year 1892, and how paid—No dividends.

## ACCIDENTS.

None.

## COLUMBUS, KINKORA AND SPRINGFIELD RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Columbus, Kinkora and Springfield Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$86,050 00
Bonded debt.....	129,800 00
Floating debt.....	25,000 00
Cost of road and equipments.....	\$220,850 00

The road extends from Kinkora to Lisbon, a distance of fourteen and sixteen-hundredths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of cost of operating.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New Jersey, Burlington County, *ss.*—Peter E. Harvey, being by me duly affirmed, on his affirmation says that he is Secretary and Treasurer of the Columbus, Kinkora and Springfield Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

PETER E. HARVEY,  
Secretary and Treasurer.

Sworn and subscribed before me this 14th day of February, A. D. 1893.

MAHLON HUTCHINSON,  
Master in Chancery.



## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$10,296 44
Income from freight.....	11,391 83
Income from other sources.....	4,592 56
Total .....	<hr/> \$26,280 83
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$24,930 24
Dividends paid during the year 1892, and how paid—None.	

## CUMBERLAND AND MAURICE RIVER RAILROAD COMPANY.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Cumberland and Maurice River Railroad Company presents the following report for the year ending December 31st, 1892.

Capital stock paid in.....	\$250,000 00
Bonded debt.....	5,000 00
Floating debt.....	26,403 12
Cost of road and equipments.....	\$281,403 12

The road extends from Bridgeton to Long Reach, a distance of twenty-one and twenty-hundredths miles.

State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Cumberland and Maurice River Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 27th day of February, A. D. 1893.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

### RECEIPTS AND EXPENSES FOR 1892.

The receipts and expenses for 1892 are included in the receipts and expenses of the New Jersey Southern Railway Company. No separate account of the same made.

Dividends paid during the year 1892, and how paid—None.

## ACCIDENTS.

Included in the report of the New Jersey Southern Railway Company, if any.

## CUMBERLAND AND MAURICE RIVER EXTENSION RAILROAD COMPANY.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Cumberland and Maurice River Extension Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$15,000 00
Floating debt.....	1,270 33
Cost of road and equipments.....	\$16,270 33

The road extends from the New Jersey Southern Railway at a point near Bridgeton to the Cumberland and Maurice River Railroad, a distance of one and twenty-three hundredths miles.

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Cumberland and Maurice River Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 27th day of February, A. D. 1893.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

### RECEIPTS AND EXPENSES FOR 1892.

The receipts and expenses for 1892 are included in the receipts and expenses of the New Jersey Southern Railway Company. No separate account of same was made.

Dividends paid during the year 1892, and how paid—None.

## ACCIDENTS.

Included in the report of the New Jersey Southern Railway Company, if any.

## DELAWARE BAY AND CAPE MAY RAILROAD COMPANY.

### *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Delaware Bay and Cape May Railroad Company presents the following report for the year ending December 31st, 1892.

Capital stock paid in.....	\$30,000 00
Bonded debt .....	26,500 00

Cost of road and equipments—Have no positive information.

Dividends paid during the year 1892, and how paid—None.

The road extends from Cape May, N. J., to Steamboat Landing on Delaware bay, a distance of three miles.

#### RECEIPTS AND EXPENSES FOR 1892.

Income from passengers .....	\$2,268 68
Total .....	\$2,268 68
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$2,646 11

State of New Jersey, Camden County, ss.—John J. Burleigh, being duly sworn, on his oath says that he is Secretary of the Delaware Bay and Cape May Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

J. J. BURLEIGH.

Sworn and subscribed before me this 29th day of March, A. D. 1893.

W. J. STYON,

M. C. C.

#### ACCIDENTS.

None.

## DELAWARE AND BOUND BROOK RAILROAD COMPANY.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Delaware and Bound Brook Railroad Company presents the following report for year ending December 31st, 1892:

Capital stock paid in.....	\$1,800,000 00
Bonded debt.....	1,800,000 00
Floating debt—None.	
Total stock and debt.....	\$3,600,000 00
Cost of road and equipments and appurtenances.....	3,590,481 16

The road extends from middle of Delaware river to Bound Brook, N. J., a distance of thirty and seven-tenths miles.

It is leased to the Philadelphia and Reading Railroad Company at an annual rental of \$275,000.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New Jersey, Mercer County, *ss.*—John S. Wise, being duly sworn, on his oath says that he is Secretary and Treasurer of the Delaware and Bound Brook Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. S. WISE.

Sworn and subscribed before me this 16th day of March, A. D. 1893.

THEO. C. MAPLE,  
Master in Chancery of New Jersey.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$369,056 15
Income from freight.....	717,877 91
Income from other sources.....	45,707 13
Total.....	<u>\$1,132,441 19</u>
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies .....	\$521,169 11
Dividends paid during the year 1892, and how paid—Four quarterly dividends of 2 per cent. each in the months of February, May, August and November.	

## ACCIDENTS.

January 5th.—James Nash, scalded by collision at Cranford. F. Maurer, conductor; James Nash, engineer.

January 6th,—Irwin Boyed, injured in jumping from engine at Trenton. J. B. Saylor, conductor; Chas. Fisher, engineer.

January 12th.—James Stewart, fell through bridge at Bound Brook. James Johnson, conductor; Richard Fleming, engineer.

January 13th.—Henry Poiters, killed by inattention to signals at Port Reading signals. I. T. Dolbeer, conductor; Henry Beck, engineer.

February 4th.—John Wermuth, had fingers crushed coupling cars at Bound Brook. Conductor, Geo. Lingerman; P. Casey, engineer.

January 28th.—John McKenny, hand crushed in cogs of crane at Skillman. Conductor, J. J. Carroll; W. H. Turner, engineer.

February 7th.—Patrick Bradley, fatally injured in derailment at Port Reading crossing. Conductor, J. M. Christ; engineer, John Bennett.

February 29th.—Eugene Shelby, hand lacerated in coupling cars at Trenton. Conductor, W. P. Rickey, Jr.; engineer, Chas. Fisher.

March 5th.—Warren Matthews, head cut by explosion in crusher at Hopewell. Conductor, F. E. Bailey; engineer, P. Jeffries.



March 8th.—William Abel, hand lacerated in coupling cars at Weston. Conductor, Geo. Lingerman; engineer, P. Casey. .

April 26th.—John Peebles, fatally injured east of Weston in driving across tracks. Conductor, Alex. Cuthbertson; engineer, George Clark.

May 2d.—Hugh O'Neil, injured in jumping from engine at Trenton Junction. Conductor, W. J. Whitty; engineer, Jos. Smeck.

May 5th.—A. K. Eichelberger, injured in loosening ties at Belle Mead.

May 20th.—Wm. J. Jetters, injured in cutting cars at Trenton Junction. Albert Cushing, conductor; Daniel Ryan, engineer.

June 11th.—Eugene McCarthy, injured by being struck on head with falling coupling pin at Trenton. Thomas Fardy, conductor; O. G. Bevens, engineer.

July 10th.—Fred. H. Willison, injured by jumping on train at Trenton Junction. Conductor, W. S. Morgan; engineer, Geo. Koehler.

July 26th.—Simon Long, injured at Trenton while driving across tracks. J. Boyer, conductor; Chas. Fisher, engineer.

August 2d.—Henry Cartwright, injured while coupling cars at Port Reading crossing. James Javin, conductor; I. Alexander, engineer.

August 11th.—Henry F. Hillwick, fatally injured at Bound Brook while between cars. Frank Ely, conductor; Harry C. Buck, engineer.

September 11th.—John J. Small, injured in collision at Belle Mead. H. Shirley, conductor; Frank Banks, engineer.

September 27th.—Michael Shea, injured in jumping from car at Trenton. I. Boyer, conductor; A. Griffith, engineer.

October 2d.—Charles A. Quick, injured in jumping from train at Trenton Junction. J. T. Dolbeer, conductor; John Rhoades, engineer.

October 7th.—Edward Digman, injured in collision at Skillman. H. J. Atherholt, conductor ; Edward Digman, engineer.

October 16th.—J. F. Walsh, injured in collision at Weston. James Jarvis, conductor ; H. Rippman, engineer.

October 19th.—Mrs. A. B. Woodward, injured by stone thrown by boy. S. B. Hudnut, conductor ; P. Wappler, engineer.

November 16th.—Daniel McHugh, injured while coupling cars at Bound Brook. P. J. Brennan, conductor ; E. G. Clark, engineer.

November 18th.—Samuel Jarrett, injured while coupling cars at Hopewell quarry. A. T. Cushing, conductor ; Daniel Ryan, engineer.

November 20th.—Jacob Walters, fell from car at Skillman. Thos. Fardy, conductor ; B. Cregar, engineer.

November 24th.—Wm. McCleaster, injured in jumping from car at Bound Brook. R. L. Hull, conductor ; G. B. Woodington, engineer.

December 15th.—Joseph Clark, injured while coupling cars at Trenton Junction. G. F. Ely, conductor ; G. R. Woodington, engineer.

December 18th.—James A. Gillen, injured while uncoupling cars at Trenton Junction. Daniel Wack, conductor ; Thomas Cook, engineer.

December 27th.—Daniel W. Stout fatally injured in crossing track at Hopewell. A. J. Shaniline, conductor ; George Moll, engineer.

November 2d.—Milton A. Youngkin, injured while unloading freight at Trenton Junction. O. A. Youngkin, conductor ; A. Dilling, engineer.

## DELAWARE RIVER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Delaware River Railroad Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$141,500 00
Bonded debt.....	65,000 00
Floating debt.....	76,350 00
Cost of road and equipments.....	\$282,850 00
Dividends paid during the year 1892, and how paid—None paid.	

The road extends from Woodbury to Pennsgrove, a distance of nineteen and ninety-seven hundredths miles.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$28,513 75
Income from freight.....	22,767 68
Income from other sources .....	5,062 94
Total .....	\$56,344 37
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$47,565 67

## REMARKS.

In addition to the above expenditures for working road, &c., there was expended on account of floating debt, \$11,337.61.

State of New Jersey, Gloucester County, ss.—W. S. Conner, being duly sworn, on his oath says that he is President of the Delaware River Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

W. S. CONNER.

**Sworn and subscribed before me this 24th day of February, A. D.  
1893.**

**H. S. TALMAN,**  
Notary Public.

**ACCIDENTS.**

**None.**

## DELAWARE RAILROAD COMPANY OF NEW JERSEY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Delaware Railroad Company of New Jersey presents the following report for the year ending December 31st, 1892:

Capital stock paid in..... \$4,025 00

Dividends paid during the year 1892, and how paid—None.

The road extends from Hamilton street, Camden, to Bulson street, Camden, a distance of two miles.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers—None.

Income from freight—None.

Income from other sources—None.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies—None.

## REMARKS.

The construction of this company was commenced but was stopped by an injunction restraining the company from constructing it.

State of Pennsylvania, Philadelphia County, ss.—D. Jones, being duly sworn, on his oath says that he is Comptroller of the Delaware River Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

D. JONES,

**Sworn and subscribed before me this 8th day of March, A. D. 1893.**

**C. K. KLINK,**

**A Commissioner of Deeds for New Jersey**

**Residing in Philadelphia, Penna.**

**ACCIDENTS.**

**None.**

## DOVER AND ROCKAWAY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Dover and Rockaway Railroad Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$100,000 00
Bonded debt.....	35,000 00
Floating debt—None.	
Cost of road and equipments.....	\$135,000 00

The road extends from Port Oram, N. J., to Rockaway, N. J., a distance of five and twelve-hundredths miles.

It is leased to the Longwood Valley Railroad Company at an annual rental of six per cent. on its capital stock.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Morris County, ss.—George Richards, being duly sworn, on his oath says that he is President of the Dover and Rockaway Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEORGE RICHARDS.

Sworn and subscribed before me this 3d day of January, A. D. 1893.

FRED. H. BEACH,  
Master in Chancery of New Jersey.

## ACCIDENTS.

Included in the report of Central Railroad Company of New Jersey.

## EASTON AND AMBOY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Easton and Amboy Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$8,000,000 00
Bonded debt.....	6,000,000 00
Cost of road and equipments.....	\$10,938,408 93

The road extends from Phillipsburg, N. J., to Perth Amboy, N. J., a distance of sixty-five and ninety-three hundredths miles.

It is leased to the Philadelphia and Reading Railroad Company, lessee of the Lehigh Valley Railroad Company, at an annual rental of cost of maintenance of way, &c., all taxes, national or local, interest on bonds and all necessary expenses connected with organization.

It is equipped and operated by the Philadelphia and Reading Railroad Company, lessee of Lehigh Valley Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of Pennsylvania, Philadelphia County, ss.—John R. Fanshawe, being duly sworn, on his oath says that he is Secretary of the Easton and Amboy Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JNO. R. FANSHAW.

Sworn and subscribed before me this 12th day of April, A. D. 1893.

J. F. SCHAPERKOTTER,  
Commissioner of Deeds for New Jersey in Pennsylvania.



## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$318,783 82
Income from freight .....	2,567,980 54
Income from other sources.....	32,055 47
Total .....	<u>\$2,918,819 83</u>
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$1,875,334 04

## EAST TRENTON RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the East Trenton Railroad Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$51,516 44
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments.....	\$51,516 44

The road extends from a point in the Trenton Branch of the Delaware and Bound Brook Railroad, near Trenton, to a point in Millham township, Mercer county, a distance of three miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is included in the operations of the Delaware and Bound Brook Railroad Company.

State of New Jersey, Mercer County, *ss.*—John S. Wise, being duly sworn, on his oath says that he is Secretary and Treasurer of the East Trenton Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. S. WISE.

Sworn and subscribed before me this 16th day of March, A. D. 1893.

THEO. C. MAPLE,

Master in Chancery of New Jersey.

## RECEIPTS AND EXPENSES FOR 1892.

Included in the operation of the Delaware and Bound Brook Railroad.

## ELIZABETH EXTENSION RAILROAD COMPANY.

### *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Elizabeth Extension Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in. ....	\$30,000 00
Floating debt.....	15,847 98
Cost of road and equipments .....	\$45,847 98

The road extends from Elizabethport to New Jersey Jockey Club, a distance of one and sixty-nine hundredths miles.

It is equipped and operated by the Central Railroad Company of New Jersey.

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Elizabeth Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 27th day of February, A. D. 1893.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

### RECEIPTS AND EXPENSES FOR 1892.

The receipts and expenses for 1892 are included in the receipts and expenses of the Central Railroad of New Jersey. No separate account of same was kept.

Dividends paid during the year 1892, and how paid—None.

### ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

## ENTERPRISE RAILROAD COMPANY.

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*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Enterprise Railroad Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$30,000 00
Bonded debt.....	15,000 00
Floating debt.....	115 49
Cost of road and equipments.....	\$45,115 49

The road extends from junction Delaware and Raritan Canal and Feeder to Mulberry avenue, in township of Millham, Mercer county, N. J., a distance of one and a half miles.

It is operated in connection with the Belvidere Delaware Railroad as a part of their Belvidere Division by the Pennsylvania Railroad Company, lessee.

State of Pennsylvania, Philadelphia City and County, *ss.*—W. H. Wilson, being duly sworn, on his oath says that he is President of the Enterprise Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. WILSON.

Sworn and subscribed before me this 9th day of February, A. D. 1893.

HUGH B. ELY,  
M. C. C. State of New Jersey.

### RECEIPTS AND EXPENSES FOR 1892.

Included in report of Belvidere Delaware Railroad Company.

Dividends paid during the year 1892, and how paid—None.

### ACCIDENTS.

None.

## FERRO MONTE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Ferro Monte Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$30,000 00
Cost of roads and equipments.....	\$50,309 21
Dividends paid during the year 1892, and how paid—None.	

The road extends from Vanatta to the Byram Mine, a distance of two and fifty-two hundredths miles.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers—None.	
Income from freight.....	\$544 43
Income from other sources.....	380 00
Total .....	\$924 42
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies .....	\$1,263 11

## REMARKS.

Regular shipments of freight (iron ore) ceased in March, 1892.

State of New Jersey, Morris County, ss.—Fredk. A. Canfield, being duly sworn, on his oath says that he is Treasurer of the Ferro Monte Railroad, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

FREDK. A. CANFIELD.

Sworn and subscribed before me this 16th day of January, A. D.  
1893.

FRED. H. BEACH,  
Master in Chancery of New Jersey.

ACCIDENTS.

None.

## FREEHOLD AND ATLANTIC HIGHLANDS RAILROAD COMPANY.

### *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Freehold and Atlantic Highlands Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in..... \$850,000 00

Cost of road and equipments—The property formerly the Freehold and New York Railroad was bought for \$80,000. The cost of the other roads was as stated in their reports heretofore rendered.

Dividends paid during the year 1892, and how paid—None.

The road extends from Freehold to Atlantic Highlands, a distance of twenty-two and seventy-five hundredths miles, and includes railroads formerly the property of the Atlantic Highlands Railroad Company, the Freehold and New York Railroad Company, the Keyport Railroad Company and the New York and Atlantic Highlands Railroad Company.

### RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$48,110 19
Income from freight.....	21,614 44
Income from other sources.....	1,771 84

Total .....	\$71,496 47
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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$83,866 09
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State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Freehold and Atlantic Highlands Railroad Company, and that the

foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 27th day of February, A. D. 1893.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

#### ACCIDENTS.

February 25th.—David Burdunn, while coupling cars at Leonard avenue, had his hand badly mashed. Engineer, J. Thompson; conductor, Henry S. Kenworthy.

August 26th.—Gustave Westerberg was struck and killed at Atlantic Highlands. Engineer, Jno. Davis; conductor, D. C. Johnston.

October 11th.—Thos. Maloney, while uncoupling cars at Wickatunk, fell between them; he died shortly after the accident. Engineer, F. Vanderbilt; conductor, Chas. McCarty.

October 24th.—Mrs. S. E. Provost, while trying to get off train at Farmingdale after it had started, fell to the platform; not injured. Engineer, J. Provost; conductor, J. C. Aimes.

November 9th.—Edw. H. Sentemree, while getting off train at Atlantic Highlands, lost his footing and fell to the ground; as far as could be learned he was uninjured. Engineer, Wm. Miles; conductor, H. S. Wooding.



## FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Freehold and Jamesburg Agricultural Railroad Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$295,600 00
Bonded debt.....	498,600 00
Cost of road and equipments.....	\$807,929 38

The road extends from Jamesburg, N. J., to Sea Girt, N. J., a distance of twenty-seven and fifty-four hundredths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of net receipts in excess of expenses.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed thereto.

State of Pennsylvania, Philadelphia City and County, ss.—W. H. Wilson, being duly sworn, on his oath says that he is President of the Freehold and Jamesburg Agricultural Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. WILSON.

Sworn and subscribed before me this 13th day of February, A. D. 1893.

HUGH B. ELY,  
M. C. C. State of New Jersey.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers .....	\$125,767 76
Income from freight.....	39,164 84
Income from other sources.....	7,728 71
Total .....	<u>\$172,661 31</u>
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$118,434 86
Dividends paid during the year 1892, and how paid—Two cash dividends of 3 per cent. each.	

## HIBERNIA MINE RAILROAD COMPANY.

### *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hibernia Mine Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$200,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments.....	\$193,624 34

The road extends from Hibernia, N. J., to D., L. & W. and C. R. R. of N. J. Junctions, a distance of five and one-half miles, and about one mile siding at Rockaway, N. J.

It is leased to the Central R. R. Co. of N. J., at an annual rental of six per cent on its capital stock.

It is equipped and operated by the Central R. R. Co of N. J., and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Morris County, *ss.*—George Richards, being duly sworn, on his oath says that he is President of the Hibernia Mine Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEORGE RICHARDS.

Sworn and subscribed before me this 3d day of January, A. D. 1893.

FRED. H. BEACH,  
Master in Chancery of New Jersey.

### ACCIDENTS.

Included in report of Central Railroad Company of New Jersey.

## HIBERNIA UNDERGROUND RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hibernia Underground Railroad Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$100,000 00
Bonded debt—None.	
Floating debt.....	6,767 14
Cost of road and equipments.....	\$106,767 14
Dividends paid during the year 1892, and how paid—None.	

The road extends from Hibernia Mine Railroad Junction into Hibernia mountain, a distance of one and thirty-hundredths miles.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers—None.	
Income from freight.....	\$5,498 96
Income from other sources—None.	
Total.....	\$5,498 96
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..	\$2,417 97

State of New Jersey, Morris County, *ss.*—George Richards, being duly sworn, on his oath says that he is President of the Hibernia Underground Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

GEORGE RICHARDS.

Sworn and subscribed before me this 3d day of January, A. D.  
1893.

FRED. H. BEACH,  
Master in Chancery of New Jersey.

## ACCIDENTS.

None.

## HOPATCONG RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hopatcong Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$10,000 00
Floating debt.....	12,295 31
Cost of road and equipments.....	\$22,295 31
Dividends paid during the year 1892, and how paid—None.	

The road is to extend from junction with Morris and Essex R. R. near Hopatcong station, a distance of eighty-seven hundredths miles, to near powder works.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers—None.  
Income from freight—None.  
Income from other sources—None.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies—None.

## REMARKS.

This road is not yet completed.

State of New York, New York County, ss.—Fred. F. Chambers, being duly sworn, on his oath says that he is Secretary and Treasurer of the Hopatcong Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

FRED. F. CHAMBERS.

Sworn and subscribed before me this 8th day of March, A. D. 1893.

LUDWIG R. MILLER,

Commissioner for the State of  
New Jersey in New York.

ACCIDENTS.

None.

## HUDSON AND COMMUNIPAW RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hudson and Communipaw Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock authorized by certificate.....	\$50,000 00
Capital stock paid in.....	2,000 00
Floating debt.....	49 58

Dividends paid during the year 1892, and how paid—None.

The road extends a distance of one mile.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers—None.  
Income from freight—None.  
Income from other sources—None.

## REMARKS.

Proceedings to condemn a part of the right of way were commenced in 1884, which have been taken, by writ of *certiorari*, into the Supreme Court, where they are now pending.

State of New York, New York City and County, ss.—John L. Conover, being duly sworn, on his oath says that he is Treasurer of the Hudson and Communipaw Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

JOHN L. CONOVER.



Sworn and subscribed before me this 10th day of February, A. D.  
1893.

BEN. V. D. FISHER,  
Master in Chancery of New Jersey.

ACCIDENTS.

None.

## HUDSON RIVER RAILROAD AND TERMINAL COMPANY.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hudson River Railroad and Terminal Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$6,000 00
Floating debt.....	381,799 35
Cost of road and equipments.....	\$387,799 35
Dividends paid during the year 1892, and how paid—None.	

The road extends from a point near Edgewater, N. J., to a point near Little Ferry, N. J., a distance of three miles.

### RECEIPTS AND EXPENSES FOR 1892.

Income from passengers—None.

Income from freight—None.

Income from other sources—None.

Expenditures during the year for working road, including repairs,  
maintenance of way, motive power and contingencies—None.

### REMARKS.

The above company was organized March 31st, 1892, and its railroad is now in course of construction.

State of New York, New York County, ss.—Victor Schaller, being duly sworn, on his oath says that he is President of the Hudson River Railroad and Terminal Company, and that the foregoing statement and the annexed statement of accidents on the said road

during the year 1892, are correct and true, to the best of his knowledge and belief.

VCTR. SCHALLER.

Sworn and subscribed before me this 30th day of January, A. D. 1893.

CALEB M. HILLMAN,

Notary Public, New York County.

State of New York, City and County of New York, ss.—I, Henry D. Purroy, Clerk of the city and county of New York, and also Clerk of the Supreme Court for the said city and county, the same being a court of record, do hereby certify that Caleb M. Hillman, before whom the annexed deposition was taken, was, at the time of taking the same, a Notary Public of New York, dwelling in said city and county, duly appointed and sworn, and authorized to administer oaths to be used in any court in said State, and for general purposes; that I am well acquainted with the handwriting of said Notary, and that his signature thereto is genuine, as I verily believe.

In testimony whereof, I have hereunto set my hand and affixed the seal of the said court and county the 31st day of January, 1893.

HENRY D. PURROY,

Clerk.

ACCIDENTS.

None.

## JERSEY CITY AND BAYONNE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Jersey City and Bayonne Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$13,500 00
Floating debt.....	1,195 52
Cost of road and equipments.....	\$14,695 52
Dividends paid during the year 1892, and how paid—None paid.	

The road, as projected, is to extend from Jersey City, N. J., to Bayonne City, N. J., a distance of five miles.

## REMARKS.

Road not constructed.

State of New York, New York County, ss.—Chauncey M. Depew, being duly sworn, on his oath says that he is President of the Jersey City and Bayonne Railroad Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

CHAUNCEY M. DEPEW.

Sworn and subscribed before me this 20th day of January, A. D. 1893.

H. C. DUVAL,  
Notary Public Kings County,  
Certificate filed for N. Y. County.

## JERSEY CITY AND BERGEN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Jersey City and Bergen Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$1,000,000 00
Bonded debt.....	258,000 00
Floating debt—None.	
Cost of road and equipments.....	\$1,306,628 63
Dividends paid during the year 1892, and how paid—	
June 30th, 5 per cent. in cash on \$1,000,000.....	\$50,000 00
December 31st, 5 per cent. in cash on \$1,000,000.....	50,000 00

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$585,591 03
Income from other sources .....	3,699 16
Total .....	\$589,290 19
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$445,934 24

State of New Jersey, Hudson County, ss.—Charles B. Thurston, being duly sworn, on his oath says that he is President of the Jersey City and Bergen Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

C. B. THURSTON.

Sworn and subscribed before me this 22d day of March, A. D. 1893.

JAMES B. VREDENBURGH,

Master in Chancery of New Jersey.

## ACCIDENTS.

January 15th.—John E. Thomas, slightly injured on left cheek by being struck by brake while on front platform of a Greenville car. Driver, John Ryan; conductor, E. McAneny.

January 25th.—William Giles and Charles Cheveller, thrown from a wagon and slightly injured by wagon being struck by a Greenville car. Driver, W. Young; conductor, John Dowling.

January 30th.—Thomas Johnston, slightly injured about face and hands while attempting to board front platform of a Pacific avenue car. Driver, H. Post; conductor, John Hughes.

February 6th.—William Miller, a small newsboy, fatally injured by being run over by a Montgomery street car. Driver, Martin Leary; conductor, Charles H. Poole.

February 12th.—Albert Kratz, slightly injured about the face by falling off front platform of a Hudson City car. Driver, T. McHale; conductor, M. Eldridge.

March 15th.—George Humeman, slightly injured by being knocked down by team attached to a Pacific avenue car. Driver, Michael Laffan; conductor, M. Mortensen.

April 25th.—Sarah Poiner, slightly injured on the arm by falling to street while attempting to board a Pacific avenue car. Driver, M. D. Grandville; conductor, G. Ketcham.

April 29th.—George Metzger, slightly injured by falling to street while attempting to board a Pacific avenue car. Driver, P. Kelly; conductor, Fred. A. Rogers.

May 2d.—James H. Salter, slightly injured about body by being knocked down by a collision between a team of horses he was driving and an Erie street car. Driver, David A. Powell; no conductor.

May 11th.—Kate Finnigan, somewhat injured about right leg by being thrown off an Erie street car, on account of car starting before she had alighted. Driver, Frank Boyle; conductor, S. N. Gerow.

May 23d.—Arthur Gathercole, aged six years, slightly injured by falling on track in front of a Greenville car, the horses partly passing over him. Driver, Patrick Burke; conductor, R. Schwebs.

May 26th.—Jacob Bause, slightly injured by being pushed off rear platform of a Pacific avenue car. Driver, J. Kavanagh; conductor, W. A. Cole.

May 28th.—Henry Gross, a small boy, slightly injured by being struck with brake with which he was playing while a passenger on a Greenville car. Driver, E. Broderick; conductor, G. Stephens.

May 29th.—Thomas F. Gallagher, slightly injured while attempting to board a Greenville open car while in motion. Driver, M. Moran; conductor, J. Klein.

June 3d.—Mary McAuliffe, slightly injured by falling to street while attempting to jump off a Pacific avenue car. Driver, M. Laffan; conductor, M. Mortensen.

June 3d.—Edward Jennings, slightly injured by falling to street while attempting to board front platform of a Hudson City car. Driver, Fred. Lattimer; conductor, P. Murphy.

June 4th.—Michael F. Jones, slightly injured by being knocked down by team attached to a Greenville car. Driver, P. Hanley; conductor, F. J. Hulbert.

June 15th.—John Nealis, slightly injured by falling to street while attempting to board front platform of a Greenville car. Driver, Hugh Brady; conductor, George Stephens.

June 16th.—Mamie Lally, aged two years, slightly injured by being run over by a Hudson City car. Driver, John Handley; conductor, Michael Sharkey.

June 17th.—Frank Dilchs, leg broken by being pulled off of a Montgomery street car by a dog which he had in his possession. Driver, John Horst; conductor, T. Snell.

June 17th.—Clara Dunfoye, aged six years, slightly injured by being knocked down by team attached to a Pacific avenue car. Driver, P. O'Reardon; conductor, Henry Martens.

June 26th.—Mary Messinger, slightly injured by falling to street while attempting to jump off a Greenville open car. Driver, John Dowling; conductor, John Segor.

June 28th.—An unknown woman, aged about forty years, slightly injured while attempting to jump off a Greenville open car. Driver, O. Pickering; conductor, A. T. Mulford, Jr.

June 27th.—William H. Hoag, slightly injured by slipping off step of a Montgomery street car. Driver, George Gisler; conductor, John Coyne.

July 2d.—Fanny Becker, aged two years, slightly injured by falling to street in front of team attached to an Erie street car. Driver, W. Lent; conductor, W. M. Gerow.

July 5th.—James Mailly, Jr., aged six years, fatally injured by being run over by a Montgomery street car. Driver, D. A. Powell; conductor, George Ward.

July 6th.—Andrew Miller, slightly injured by falling to street while attempting to jump off a Greenville car. Driver, John Ryan; conductor, John Schendler.

July 9th.—Mamie Masson, aged two years, slightly injured by being run over by a Greenville car. Driver, P. Broderick; conductor, W. Volz.

July 13th.—Thomas Burns, slightly injured by being struck by team attached to a Greenville car. Driver, William Young; conductor, T. Wilson.

July 17th.—Frank Johnson, slightly injured by falling off a Greenville open car. Driver, C. Doyle; conductor, James Campbell.

July 23d.—Tillie Mischler, slightly injured by jumping off an Erie street car. Driver, J. Litchholdt; conductor, T. Crawford.

July 31st.—A boy about twelve years of age slightly injured by falling from a Greenville open car. Driver, Louis Warner; conductor, John Walsh.



August 2d.—Robert Shannon, slightly injured by falling to street while attempting to board a Hudson City car. Driver, Martin Ryan ; conductor, Edward Hartman.

August 14th.—An unknown man, aged about forty years, slightly injured by falling off a Greenville car. Driver, Thomas Farrington ; conductor, J. H. Schilling.

August 18th.—Julius Leveyman, slightly injured by falling off a Bayonne car. Driver, E. Sonna ; conductor, A. T. Mulford, Jr.

August 31st.—Mathias C. Silpersdoff, slightly injured while attempting to board a Pacific avenue car. Driver, Thomas Shanahan ; conductor, Thomas H. Langdon.

September 1st.—An unknown woman, aged about forty years, injured by falling to street while attempting to board an Erie street car. Driver J. Flannally ; conductor, W. M. Gerow.

September 1st.—Richard Williams, slightly injured by falling to street while attempting to catch a Montgomery street car. Driver and conductor unknown.

September 3d.—An unknown man, aged about forty years, slightly injured by falling to street while attempting to jump off a Greenville car. Driver, Louis Kehl ; conductor, E. McAneny.

September 5th.—George Raish, slightly injured by being thrown to street from his wagon, caused by a West Side line car striking the wagon. Driver, R. Davidson ; no conductor.

September 5th.—Edward Young, slightly injured by being struck by a water pail thrown by an employe, who was watering horses attached to a Greenville car upon which Young was a passenger. Driver, W. James ; conductor, F. B. Miller.

September 8th.—J. S. Simmons, conductor on a Greenville car, seriously injured by falling off his car. Driver, C. Coyle ; conductor, J. S. Simmons.

September 14th.—Jeremiah Moriaity, slightly injured by falling off a Greenville car. Driver, L. Warner ; conductor, J. Walsh.

September 18th.—James O'Neill, slightly injured by falling to street while attempting to board a Hudson City car. Driver, Patrick Burke; conductor, D. L. Smith.

September 30th.—James T. Woodmancey, slightly injured by falling off a Greenville car. Driver, M. Moran; conductor, T. Nugent.

October 29th.—Frank Allen, slightly injured by being struck by driver of a Greenville car. Driver, P. Hanley; conductor, John Glennon.

November 21st.—Rose McGuire, aged nine years, slightly injured by being knocked down by team of horses attached to a Greenville car. Driver, Albert Warner; conductor, F. D. Miller.

November 24th.—Lena Peterson, slightly injured by falling to street while attempting to get off a Hudson City car. Driver, Martin Ryan; conductor, W. P. Wilson.

December 16th.—William Bostwick, slightly injured by falling to street from a Pacific avenue car. Driver, Frank Gallagher; conductor, Frank Ryno.

## LAFAYETTE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lafayette Railroad Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$2,000 00
Floating debt.....	40,207 31
Cost of road and equipments.....	\$42,207 31

The road extends from Lafayette to Griffin Iron Works, a distance of fifty-five hundredths miles.

It is equipped and operated by the Central Railroad Company of New Jersey.

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Lafayette Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 27th day of February, A. D. 1893.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

## RECEIPTS AND EXPENSES FOR 1892.

The receipts and expenses for 1892 are included in the receipts and expenses of the Central Railroad Company of New Jersey. No separate account of same was kept.

Dividends paid during the year 1892, and how paid—None.

## ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

## LEHIGH AND HUDSON RIVER RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lehigh and Hudson River Railway Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$1,100,000 00
Bonded debt.....	1,142,737 00
Floating debt.....	227,854 00
Cost of road and equipments.....	\$2,435,606 05
Dividends paid during the year 1892, and how paid—None.	

The road extends from Belvidere, N. J., to Greycourt, N. Y., a distance of sixty-three and twenty-hundredths miles.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers, apportioned to New Jersey.....	\$24,054 90
Income from freight, apportioned to New Jersey.....	284,020 16
Income from other sources, apportioned to New Jersey.....	13,629 64
Total.....	\$321,704 70
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies ..	\$190,719 16

## REMARKS.

The road extends from Belvidere, N. J., to Greycourt, N. Y., a distance of sixty-three and twenty-hundredths miles, with trackage rights over Pennsylvania Railroad tracks, Belvidere to Phillipsburg, about fourteen miles. This report covers the proportion in New Jersey only. Also the earnings of the South Easton and Phillipsburg Railroad Company are included in the above amount.

The capital stock of the S. E & P. R. R. is.....	\$75,000 00
Bonded debt—None.	
Floating debt.....	18,890 99
Cost of road.....	<u>\$93,890 99</u>

State of New York, Orange County, ss.—Jno. Sayre, being duly sworn, on his oath says that he is Treasurer of the Lehigh and Hudson River Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

JNO. SAYRE.

Sworn and subscribed before me this 6th day of March, A. D. 1893.

F. V. SANFORD,

A Commissioner for the State of New Jersey  
Residing at Warwick, Orange County, N. Y.

#### ACCIDENTS.

\* May 7th.—Albert Brown, passenger, killed near Harmony station, Belvidere Delaware Division, Pennsylvania Railroad.

\* August 27th.—Frank Schnoor, boy, aged ten, killed at Phillipsburg by jumping on train.

September 5th.—Edward Hughes, brakeman, coupling cars at Sparta, N. J., lost an arm.

\* November 25th.—Wm. Lister, brakeman, caught between cars while coupling at Martin's Creek, Belvidere Delaware Division, Pennsylvania Railroad, instantly killed.

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Items marked (\*) occurred on Pennsylvania Railroad between Belvidere and Phillipsburg, account Lehigh and Hudson River Railway trains.

## LEHIGH VALLEY TERMINAL RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lehigh Valley Terminal Railway Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$10,000 00
Bonded debt.....	10,000 00
Cost of road and equipments.....	\$11,022,159 70

The road extends from South Plainfield, N. J., to Jersey City, N. J., a distance of twenty-six and nine-hundredths miles.

It is leased to the Philadelphia and Reading Railroad Company, lessee of the Lehigh Valley Railroad Company, at an annual rental of cost of maintenance of way, all necessary expenses, including taxes, either national or local, and interest on bonds, &c.

It is equipped and operated by the Philadelphia and Reading Railroad Company, lessee of Lehigh Valley Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia County, ss.—David G. Baird, being duly sworn, on his oath says that he is Secretary of the Lehigh Valley Terminal Railway Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

D. G. BAIRD.

Sworn and subscribed before me this 23d day of February, A. D. 1893.

J. F. SHAPERKOTTER,

A Commissioner of Deeds for New Jersey in Pennsylvania.

## RECEIPTS AND EXPENSES FOR 1892.

Earnings and expenses are included in report of Philadelphia and Reading Railroad Company, lessee of Lehigh Valley Railroad Company.

### LODI BRANCH RAILROAD COMPANY.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lodi Branch Railroad Company presents the following report for year ending December 31st, 1892 :

Capital stock issued.....	\$80,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments.....	\$80,000 00

The road extends from Lodi, Bergen county, to Lodi Junction, a distance of one and three-quarters miles.

It is leased to the New York, Susquehanna and Western Railroad Company at an annual rental of \$600 and taxes.

The particulars of the operations and expenditures have been kept as part of the general accounts of that company and cannot be more particularly specified.

It is equipped and operated by the New York, Susquehanna and Western Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, ss.—John P. Rafferty, being duly sworn, on his oath says that he is Treasurer of the Lodi Branch Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. P. RAFFERTY.

Sworn and subscribed before me this 31st day of January, A. D. 1893.

R. C. SHIMEALL,

A Commissioner of Deeds for the State of New Jersey  
Residing in the State of New York.

## ACCIDENTS.

None.

State of New York, County of New York, ss.—Simon Borg, President of the New York, Susquehanna and Western Railroad Company, being duly sworn, says that the accounts of operations and expenditures of the Lodi Branch Railroad are merged in the general accounts of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement of accidents occurring on the Lodi Branch Railroad during the year ending December 31st, 1892, is correct and true, to the best of his knowledge, information and belief.

SIMON BORG.

Sworn and subscribed before me this 31st day of January, A. D. 1893.

R. C. SHIMEALL,

A Commissioner of Deeds for the State of New Jersey  
Residing in the State of New York.



## LONG BEACH RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Long Beach Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$253,000 00
Cost of road and equipments.....	\$255,560 27

The road extends from Manahawkin, Barnegat City Junction, to Beach Haven, Barnegat City, N. J., a distance of twenty and fifty-hundredths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of excess of receipts over expenses. '

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New Jersey, Camden County, ss.—W. J. Sewell, being duly sworn, on his oath says that he is President of the Long Beach Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. J. SEWELL.

Sworn and subscribed before me this 11th day of February, A. D. 1893.

HUGH B. ELY,

M. C. C. State of New Jersey.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$7,915 36
Income from freight.....	1,973 91
Income from other sources.....	1,732 94
Total.....	<hr/> \$11,632 21
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$31,537 39
Dividends paid during the year 1892, and how paid—None.	

## LONG DOCK COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Long Dock Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$800,000 00
Bonded debt.....	7,500,000 00
Floating debt—None.	

Cost of road, principally expended in construction of Bergen tunnel.. \$1,177,272 87

The road extends from a point two hundred and ten feet north of the center line of Seventeenth street, in Jersey City, to intersection with the Paterson and Hudson River Railroad, a distance of two and five hundred and sixty-one thousandths miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of \$480,000, including, also, all other property of the Long Dock Company. The accounts of its operations are not kept distinct from the general accounts of the lessee company.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, ss.—Frederic B. Jennings, being duly sworn, on his oath says that he is President of the Long Dock Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief,

FREDERIC B. JENNINGS.

Sworn and subscribed before me this 7th day of January, A. D. 1893.

EDWARD R. GREENE,  
Notary Public Kings County.  
Certificate filed in New York City and County,

Dividends paid during the year 1892, and how paid—None paid.

State of New York, City and County of New York, ss.—Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the accompanying statement of accidents occurring during the year ending December 31st, 1892, on the Long Dock Railroad, is correct and true, to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn before me this 27th day of January, 1893.

GEO. E. GRANT,  
Notary Public New York City and County.

#### ACCIDENTS.

No accidents are reported as occurring on this road during the year ending December 31st, 1892.

### MACOPIN RAILROAD COMPANY.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Macopin Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$60,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments.....	\$60,000 00

The road extends from Macopin lake, Passaic county, N. J., to a connection with the New York, Susquehanna and Western Railroad, near Charlotteburgh, N. J., a distance of one and one-half miles.

It is operated by the New York, Susquehanna and Western Railroad Company at an annual rental, and the particulars of operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more particularly specified.

It is equipped and operated by the New York, Susquehanna and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, ss.—John R. Bartlett, being duly sworn, on his oath says that he is Treasurer of the Macopin Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. BARTLETT.

Sworn and subscribed before me this 31st day of January, A. D. 1893.

HENRY C. ANDREWS,

Notary Public New York County.

## ACCIDENTS.

None.

State of New York, County of New York, ss.—John P. Rafferty, the Second Vice President of the New York, Susquehanna and Western Railroad Company, being duly sworn, says that the accounts of operations and expenditures of the Macopin Railroad Company are merged in the general accounts of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement of accidents occurring on the Macopin Railroad during the year ending December 31st, 1892, is correct and true, to the best of his knowledge, information and belief.

J. P. RAFFERTY.

Sworn and subscribed before me this 2d day of February, 1893.

R. C. SHIMEALL,

A Commissioner of Deeds for the State of New Jersey  
Residing in the State of New York.

## MANUFACTURERS EXTENSION RAILROAD COMPANY.

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*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Manufacturers Extension Railroad Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$53,700 00
Floating debt.....	1,705 15
Cost of road and equipments.....	\$55,405 15

The road extends from Albert street to Mapes' works, a distance of one and twenty-three hundredths miles.

It is equipped and operated by the Central Railroad Company of New Jersey.

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Manufacturers Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 27th day of February, A. D. 1893.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

### RECEIPTS AND EXPENSES FOR 1892.

The receipts and expenses for 1892 are included in the receipts and expenses of the Central Railroad of New Jersey. No separate account of the same was kept.

Dividends paid during the year 1892, and how paid—None.

**ACCIDENTS.**

**Included in the report of the Central Railroad Company of New Jersey, if any.**



## MARTIN'S CREEK RAILWAY COMPANY.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Martin's Creek Railway Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in .....	\$28,000 00
Cost of road and equipments.....	\$28,000 00

The road extends from a point on the Belvidere Delaware Railroad at or near Martin's Creek station to a point in the Delaware river in the dividing line between the States of New Jersey and Pennsylvania, a distance of fourteen and one-hundredth miles.

It is operated in connection with the Belvidere Delaware Railroad, as a part of their Belvidere Division, by the Pennsylvania Railroad Company, lessee.

State of Pennsylvania, Philadelphia City and County, ss.—W. H. Wilson, being duly sworn, on his oath says that he is President of the Martin's Creek Railway Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. WILSON.

Sworn and subscribed before me this 9th day of February, A. D. 1893.

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## MAYS LANDING AND EGG HARBOR CITY RAILROAD COMPANY.

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*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Mays Landing and Egg Harbor City Railroad Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$32,500 00
Bonded debt.....	37,500 00
Cost of road and equipments.....	\$70,000 00

The road extends from Mays Landing to Egg Harbor City, a distance of seven miles.

It is leased to the Camden and Atlantic Railroad Company at an annual rental of \$5,000, and this company can make no report as to accidents, receipts or expenditures, except receipts from rental and dividends paid.

State of New Jersey, Mercer County, ss.—J. E. P. Abbott, being duly sworn, on his oath says that he is President of the Mays Landing and Egg Harbor City Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. E. P. ABBOTT.

Sworn and subscribed before me this 10th day of March, A. D. 1893.

C. B. COGILL, JR.,  
Notary Public of New Jersey.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers—None.

Income from freight—None.

Income from other sources.....	\$5,000 00
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Dividends paid during the year 1892, and how paid—Paid in cash, on application, to stockholders, after deducting interest on bonded indebtedness.....	\$2,291 00
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## ACCIDENTS.

None.

## MIDDLESEX RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Middlesex Railway Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$1,000 00
Floating debt.....	3,087 19
Cost of road and equipments.....	\$4,087 19
Dividends paid during the year 1892, and how paid—None.	

The road extends from a point in a side track of the Easton and Amboy Railroad, in Perth Amboy, N. J., to a point in the northern line of Washington street, in said city, a distance of about eighteen hundred feet.

## REMARKS.

This road is a branch of the Easton and Amboy Railroad, and is operated by the Philadelphia and Reading Railroad Company, lessee of Lehigh Valley Railroad Company, and all earnings and expenses are included in report of that company.

State of Pennsylvania, Philadelphia County, ss.—David G. Baird, being duly sworn, on his oath says that he is Secretary of the Middlesex Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

D. G. BAIRD.

Sworn and eubscribed before me this 23d day of February, A. D. 1893.

J. F. SCHAPERKOTTER,  
Commissioner of Deeds for New Jersey in Pennsylvania.

## MILLSTONE AND NEW BRUNSWICK RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Millstone and New Brunswick Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$95,750 00
Bonded debt—None.	
Floating debt.....	68,278 13
Cost of road and equipments.....	\$95,750 00

The road extends from New Brunswick to East Millstone, N. J., a distance of six and sixty-five hundredths miles.

It is operated by the Pennsylvania Railroad Company, under a temporary arrangement, without any written contract, the latter company paying all expenses and charging the deficiency in net receipts to the former company.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, ss.—W. H. Wilson, being duly sworn, on his oath says that he is President of the Millstone and New Brunswick Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. WILSON.

Sworn and subscribed before me this 10th day of February, A. D. 1893.

HUGH B. ELY,  
M. C. C. State of New Jersey.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$5,342 05
Income from freight.....	4,571 23
Income from other sources.....	663 20
Total .....	<hr/> \$10,576 48
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$17,682 01
Dividends paid during the year 1892, and how paid—None.	

## MORRIS COUNTY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris County Railroad Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$300,000 00
Bonded debt.....	300,000 00
Floating debt.....	22,000 00
Cost of road and equipments.....	\$622,000 00
Dividends paid during the year 1892, and how paid—None.	

The road extends from Morris County Junction to Charlottesburg Junction, a distance of fifteen miles.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$747 09
Income from freight .....	13,345 31
Income from other sources.....	21 73
Total .....	\$14,114 13
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$14,386 03

## REMARKS.

The receipts of the Hibernia Branch Railroad were paid into the treasury of the Morris County Railroad, and the expenses of the former concern were paid by the latter. The report of the Hibernia Branch Railroad will, therefore, be the same for 1892 as 1890.

State of New Jersey, Morris County, ss.—Mr. Edward Kelly, being duly sworn, on his oath says that he is Secretary of the Morris County

Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

EDWARD KELLY,

Secretary.

Sworn and subscribed before me this 17th day of March, A. D. 1893.

EDWARD S. HANCE,

Notary Public.

ACCIDENTS.

None.



## MORRIS AND ESSEX RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris and Essex Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in. ....	\$15,000,000 00
Floating debt.....	24,444,000 00
Cost of road and equipments .....	\$38,593,525 37

The roads extends from Hoboken to Phillipsburg with Boonton Branch additional, a distance of one hundred and nineteen and eighty-five hundredths miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company, at an annual rental of seven per cent. on its stock and interest on its bonds.

It is operated by the Delaware, Lackawanna and Western Railroad Company, lessee, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, ss.—Frederick H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Morris and Essex Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRED. H. GIBBENS.

Sworn and subscribed before me this 8th day of February, A. D. 1893.

LUDWIG R. MILLER,  
Commissioner for the State of  
New Jersey in New York.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers .....	\$1,955,133 37
Income from freight .....	3,282,476 24
Income from other sources .....	535,055 48
Total .....	<u>\$5,772,665 09</u>
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies .....	\$4,823,245 75
Dividends paid during the year 1892, and how paid—\$1,050,000 directly to stockholders by lessee.	

## ACCIDENTS.

January 1st.—W. L. Carhart, brakeman, uncoupling cars. Hand bruised.

January 4th.—Henry Dalsteen, switchman, coupling cars. Two fingers crushed.

January 14th.—Jas. Carney, bridge carpenter, probably jumped from a moving train. Found along track fatally injured

January 14th.—Wm. Roseberry, brakeman, wheels on car in motion rolled against him. Arm crushed.

January 18th.—W. H. McGrogan, brakeman, uncoupling cars. Thumb crushed.

January 27th.—Nicholas Egotred, boy, attempted to board moving train and fell under. Killed.

January 28th.—John Heffron, brakeman, caught between two cars. Back badly bruised.

January 30th.—Arthur Crane, brakeman, caught between two cars coupling. Back and hips bruised.

February 1st.—John Wilson, brakeman, caught between two cars coupling. Arm broken.

February 3d.—Henry Stewart, brakeman, caught between two cars coupling. Badly bruised.

February 4th.—Frank Gerline, not in our employ, standing between cars when they came together. Arm crushed.

February 8th.—Elias H. Wright, brakeman, coupling cars. Three fingers crushed.

February 10th.—Edward Dukin, brakeman, struck by a passing train. Killed.

February 12th.—Edward Nixon, brakeman, coupling cars. Two fingers crushed.

February 16th.—Antonia Amatush, trackman, jumping from moving hand car. Arm broken.

February 17th.—John Colligan, driver of car, horse car collision at Broad street, Newark; John Ketchum, conductor of car; Annie Bartley, Frank Gould, Silas Matthews, Geo. W. Jerolemon, Ernest Horst, Bessie Wolfe, Hulbert Mauer, Jas. O'Brien, John Schubert, John Stimis, Andrew Crawford, passengers on car, all received slight cuts and bruises but no serious injury.

February 22d.—Wm. Scott, brakeman, coupling cars. One finger crushed; amputated.

February 25th.—Chas. W. Bond, brakeman, uncoupling engine from cars. Thumb badly torn.

March 2d.—John Pumblatt, brakeman, coupling cars. Arm bruised and two fingers crushed.

March 3d.—Robt. Townley, drillmaster, coupling cars. Arm bruised.

March 3d.—D. Hatcher, brakeman, coupling cars. Two fingers crushed.

March 4th.—Wm. Hill, switchman, jumped from moving train and fell under. Killed.

March 5th.—Whitfield Sargent, track laborer, struck by a drill train. Badly bruised.

March 8th.—David Breen, brakeman, fell from box car. Badly bruised.

March 9th.—Fritz Miller, laborer, knocked from a car by collision. Badly bruised.

March 14th.—John Himmelman, brakeman, coupling cars. Finger crushed.

March 16th.—Thos. Ashley, colored, in charge of live stock, collision. Badly scalded by steam.

March 22d.—Henry Elfers, small boy, found dead under some cars. Probably run over.

March 23d.—Mrs. John Nolan, struck by a train, walking on track. Killed.

March 23d.—Geo. T. Nixon, brakeman, coupling cars. Arm bruised.

March 25th.—Wm. Dollinger, brakeman, coupling cars. Three fingers crushed.

March 26th.—Alfred Koontz, stealing a ride on coal train, foot caught between bumpers. Foot amputated.

March 29th.—Nicholas Ringue, chainman, fell from a car. Hip bruised.

April 1st.—P. J. Riley, passenger, jumped from a train in motion. Head cut.

April 6th.—Fred Blair, brakeman, coupling cars. Three fingers crushed.

April 7th.—Thomas Luyster, brakeman, coupling cars. Hand crushed.

April 8th.—Jos. Flaherty, drillmaster, foot caught between bumpers of cars. Foot bruised.

April 8th.—J. J. Dunlap, brakeman, fell from box car. Bruised in several places.

April 8th.—Wm. H. Miller, brakeman, coupling cars. Thumb crushed.

April 9th.—John McMahon, brakeman, coupling cars. Hand and arm bruised.

April 11th.—Lewis Hall, brakeman, fell from train and run over. Foot crushed.

April 15th.—Geo. Milburn, brakeman, coupling cars. Thumb crushed.

April 15th.—John McGuire, brakeman, collision of cars and rails on car moved forward. Leg cut.

April 20th.—John Falvey, brakeman, coupling cars. Hand crushed.

April 20th.—Theodore Hatchner, brakeman, coupling cars. Arm crushed.

April 20th.—Thos. Cavanagh, conductor, coupling cars. Finger crushed.

April 21st.—Walter B. Hardy, employed by the Passaic Rolling Mill Company, while working on bridge placed his hand on rail, car passed over it. Hand crushed.

April 23d.—Christine Smith, brakeman, fell from car in motion. Badly bruised about the head and shoulders.

April 26th.—Florence H. Crowell, in crossing tracks fell. Arm fractured.

April 29th.—Frank Staples, brakeman, coupling cars. Hand crushed and amputated.

May 10th.—Wm. McGrogan, brakeman, coupling cars. Finger crushed.

—Harry Kitchen, brakeman, coupling cars. Hand

May 16th.—Oliver M. Hill, brakeman, coupling cars. Hand crushed and amputated.

May 17th.—Bernard Swayzey, baggagemaster, waving his hand to a passing train, it struck a bridge. Arm fractured.

May 17th.—Theodore Hand, brakeman, coupling cars. Hand bruised.

May 19th.—Chas. Huff, brakeman, door of Pullman car closed on his finger. Finger crushed.

May 20th.—Michl. Sweeney, track laborer, step of car struck him while in stooping position. Head cut.

May 24th.—William Hamilton, struck by a train while crossing the track. Killed.

May 28th.—John Goulder, brakeman, climbing on a moving engine and fell under. Leg crushed and amputated.

May 29th.—Bernard O'Brien, intoxicated, found lying between tracks. Arm and toes crushed.

May 31st.—E. Rupell, brakeman, head struck corner of freight station. Head cut.

May 31st.—John Murray, brakeman, coupling cars. Bruised about the back and hips.

June 2d.—Unknown man, walking on track, struck by passenger train. Killed.

June 3d.—W. H. Miller, brakeman, coupling cars. slightly bruised.

June 4th.—John O'Brien, small boy, climbing on a moving coal train. Foot crushed and amputated.

June 4th.—John Hockenberry, brakeman, knocked from car by collision. Leg fractured.

June 7th.—Patk. Walsh, watchman, struck by an engine. Severely bruised.

June 13th.—Fremont Johnson, brakeman, coupling cars. Arm crushed.

June 15th.—Jos. Collela, track laborer, struck by freight train. Killed.

June 17th.—Istram Ansler, walking on track, struck by passenger train. Killed.

June 21st.—Thos. Robinson, attempted to board moving passenger train and fell. Bruised in several places and rib fractured.

June 22d.—Edward Purcell, brakeman, struck by an engine. Killed.

June 25th.—Wm. McGee, brakeman, coupling cars. Bruised on hips and back.

June 28th.—James Swain, brakeman, coupling cars, head crushed. Killed.

July 4th.—Geo. Murphy, lying along the track intoxicated. Thumb and one finger crushed.

July 11th.—Unknown man, walking on track struck by a train. Killed.

July 12th.—Francis L. Baher, attempted to board a moving passenger train. Killed.

July 16th.—Geo. Werner, passenger, fell against a window when brakes were applied. Wrist cut by broken glass.

July 30th.—Danl. Martin, colored, struck by passenger train while walking on track. Head cut.

August 1st.—John Felio, struck by passenger train while walking on track. Head cut and ribs broken.

August 5th.—Andrew Forrester, brakeman, fell from train and run over. Killed.

August 5th.—William Cusick, brakeman, fell from top of box car. Bruised in several places.

August 5th.—Jas. Martens, laborer, track rail fell on his foot. Foot badly bruised.

August 6th.—W. J. Stocum, not in company's employ, jumped from freight train to opposite track and struck by train. Killed.

August 6th.—John Roth, brakeman, coupling cars. Two fingers crushed.

August 6th.—Alex. Quinn, track walker, struck by a passenger train. Killed.

August 10th.—Jas. Travers, brakeman, fell from top of box car in motion. Head cut and few bruises.

August 14th.—Wm. Cusick, brakeman, coupling cars. Arm crushed.

August 19th.—John Somersky, laborer, struck by a locomotive. Killed.

August 23d.—Andrew Clark, chainman, coal docks, uncoupling cars. Arm bruised.

August 23d.—Jeremiah Costello, laborer, coal docks, struck by a passenger train. Badly bruised.

August 24th.—Fred. Slack, brakeman, broken rail caused car to leave track. Wrist sprained.

August 26th.—Owen Peterson, brakeman, coupling cars. Thumb crushed.

August 27th.—John Salyman, brakeman, coupling cars. Two fingers crushed.

September 1st.—Thomas Mulvey, boy, playing on side track where freight cars were standing. Foot crushed.

September 1st.—Jos. Youngs, colored, attempted to board moving passenger train and fell. Hip dislocated.

September 4th.—Jos. Vaniderstine, baggagemaster, jumped from moving engine and fell. Toes of one foot crushed.



September 5th.—William Kuhn, car cleaner, struck by passenger train. Leg fractured and head cut.

September 6th.—Bernard Gannon, attempted to board a freight train in motion. Died soon after.

September 13th.—Chas. A. Hoyt, passenger, collision at Junction N. Y., S. & W. R. R. Nervous shock.

September 15th.—Theodore Stark, brakeman, coupling cars. Wrist broken.

September 16th.—Sarah Gilroy, crossing track, struck by a train. Killed.

September 20th.—Patk. Brady, brakeman, fell from engine. Head cut.

September 22d.—John Whalen, brakeman, coupling cars. Arm bruised.

September 26th.—Ralf Holmes, brakeman, struck by engine and run over. Killed.

September 27th.—John Hanlon, boy, struck by train at street crossing. Few cuts and bruises.

September 27th.—John Gray, brakeman, uncoupling cars, foot caught. Foot bruised.

September 29th.—Nicholas Ringue, chainman, thrown from car against bumper. Hip bruised.

September 30th.—Laronia Cogillis, while picking coal struck by an engine. Killed.

September 30th.—John P. Bostedo, brakeman, coupling cars. Finger broken.

October 3d.—Claus Mencil, walking on track and struck by a passenger train. Head cut.

October 3d.—John Hart, tramp, found dead.

October 5th.—John Moore, driver of horse car, collision with horse car at Orange, killed; Mrs. C. E. Hunt, passenger, slight bruises; Mrs. Phebe Canham, passenger, slight bruises.

October 5th.—Lizzie Benedict, knocked down on street, collision with horse car at Orange. Slightly bruised.

October 6th.—Jos. Senior, passenger, jumped from train in motion. Killed.

October 10th.—John M. Schnoble, passenger, fell from train in motion. Considerably bruised.

October 11th.—W. P. Johnson, brakeman, unloading freight. Hand bruised.

October 13th.—Frank Whett, boy, fell from a coal train, stealing ride. Hand crushed.

October 13th.—Jas. O'Conner, brakeman, coupling. Cut on the breast.

October 14th.—Geo. Stretch, watchman, struck by car and run over. Killed.

October 15th.—Geo. T. Rogers, passenger, jumped from train in motion and fell under. One foot crushed.

October 18th.—William Foster, brakeman, fell from box car. Foot badly bruised.

October 26th.—Richd. Birmingham, brakeman, fell from box car. Foot badly bruised and other bruises.

November 5th.—Nelson D. Stark, brakeman, foot caught in guard rail. Foot badly bruised.

November 5th.—John Fitzpatrick, brakeman, left his foot on switch treadle too long; wheel struck end of rail. Ankle sprained.

November 6th.—Lewis Mars, Pullman porter, collision of cars. Back bruised.

November 9th.—Geo. Thompson, brakeman, coupling. Three fingers crushed.

November 9th.—William Maas, passenger, jumped from train in motion and was struck by train in opposite direction. Killed.

November 16th.—Martin Hefferon, struck by train at street crossing. Killed.

November 17th.—Robt. Bowlby, brakeman, coupling. Two fingers amputated.

November 18th.—Frank Herzog, brakeman, coupling. Two fingers crushed.

November 29th.—Jeptha Mines, brakeman, coupling. Leg bruised.

December 7th.—Jacob Unger, struck by a train while walking on track. Killed.

December 12th.—Richd. Duffy, struck by a train while crossing track. Killed.

December 13th.—Theo. Toyon, brakeman, coupling. Two fingers crushed.

December 14th.—George Nixon, brakeman, coupling, was squeezed. Badly bruised in back.

December 15th.—Lewis L. Bristol, Superintendent tunnel, struck by passenger train. Killed.

December 16th.—Geo. Bedell, stepped in front of engine and knocked down. Slight cut on head.

December 17th.—L. McKinny, yardmaster, coupling. Collar bone broken.

December 17th.—Fred. Williams, brakeman, coupling; he was crushed between the cars. Killed.

December 18th.—Jacob Fross, bridge foreman, stick of timber fell on his foot. Foot and leg bruised.

December 21st.—James Miras, car cleaner, struck by a train. Head cut.

December 22d.—Wm. H. Miller, brakeman, coupling. Four fingers crushed.

December 23d.—Robt. Goble, brakeman, coupling. Four fingers crushed.

December 24th.—Mrs. John Rooney, walking on track, struck by a train. Killed.

December 26th.—Chas. Bend, brakeman, head came in contact with bridge signal. Head cut.

December 26th.—Seth Fellow, brakeman, head struck signal box in tunnel. Head cut and bruised in several places.

December 27th.—William Donovan, brakeman, coupling. Hand crushed.

December 28th.—Clara Rogers, crossing the track was struck by a train. Head cut and back and left side bruised.

December 31st.—Daniel More, brakeman, coupling. Three fingers crushed.

## MORRIS AND ESSEX EXTENSION RAILROAD COMPANY.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris and Essex Extension Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$221,000 00
Floating debt.....	139,988 01
Cost of road and equipments.....	\$360,988 01

The road extends from junction with Boonton branch of the Morris and Essex Railroad into the city of Paterson, a distance of one and ninety-one hundredths miles.

It is operated by the Delaware, Lackawanna and Western Railroad as lessee, under an agreement to pay four per cent. on its stock, &c., and report of its operations is included in report of the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western as lessee of the Morris and Essex, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, ss.—Arthur D. Chambers, being duly sworn, on his oath says that he is Treasurer of the Morris and Essex Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

A. D. CHAMBERS.

Sworn and subscribed before me this 8th day of February, A. D. 1893.

LUDWIG R. MILLER,

Commissioner for the State of New Jersey in New York.

Dividends paid during the year 1892, and how paid—\$8,840 directly to stockholders, by Delaware, Lackawanna and Western Railroad Company as lessee of the Morris and Essex Railroad.

**ACCIDENTS.**

None.

## MORRIS AND ESSEX EXTENSION RAILROAD COMPANY.

### *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris and Essex Extension Railroad Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$221,000 00
Floating debt.....	139,988 01
Cost of road and equipments.....	\$380,988 01

The road extends from junction with Boonton branch of the Morris and Essex Railroad into the city of Paterson, a distance of one and ninety-one hundredths miles.

It is operated by the Delaware, Lackawanna and Western Railroad as lessee, under an agreement to pay four per cent. on its stock, &c., and report of its operations is included in report of the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western as lessee of the Morris and Essex, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, ss.—Arthur D. Chambers, being duly sworn, on his oath says that he is Treasurer of the Morris and Essex Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

A. D. CHAMBERS.

Sworn and subscribed before me this 8th day of February, A. D. 1893.

LUDWIG R. MILLER,  
Commissioner for the State of New Jersey in New York.

Dividends paid during the year 1892, and how paid—\$8,840 directly to stockholders, by Delaware, Lackawanna and Western Railroad Company as lessee of the Morris and Essex Railroad.

**ACCIDENTS.**

None.



## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$4,930 97
Income from freight.....	1,778 01
Income from other sources.....	579 88
Total .....	<hr/> \$7,286 86
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$14,307 81
Dividends paid during the year 1892, and how paid—Semi-annually, on the 1st day of Fourth month (April) and on the 1st day of Tenth month (October) in each year, respectively.	

## NATIONAL DOCKS RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the National Docks Railway Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in .....	\$1,200,000 00
Bonded debt—None.	
Floating debt.....	14,472 97
Cost of road and equipments.....	\$1,251,242 17
Dividends paid during the year 1892, and how paid—None.	

The road extends from Bergen Hill to Communipaw, a distance of one and ninety-two hundredths miles.

## RECEIPTS AND EXPENSES FOR 1892.

Income from freight.....	\$41,064 63
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$9,305 36

State of New York, City and County of New York, ss.—James A. Hand, being duly sworn, on his oath says that he is Secretary of the National Docks Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

JAMES A. HAND.

Sworn and subscribed before me this 10th day of March, A. D. 1893.

MYNDERT A. VOSBURGH,

Notary Public Kings Co.

Certificate filed in N Y. Co.

## ACCIDENTS.

None.

## NAVESINK RAILROAD COMPANY.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Navesink Railroad Company presents the following report for the year ending December 31st, 1892 :

Cost of road and equipments.....	\$672,129 49
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The road extends from Atlantic Highlands to Highland Beach, a distance of four and sixty-six hundredths miles, including tracks on pier at Atlantic Highlands.

State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Navesink Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 27th day of February, A. D. 1893.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

### RECEIPTS AND EXPENSES FOR 1892.

The receipts and expenses for 1892 are included in the receipts and expenses of the New Jersey Southern Railroad Company. No separate account of same was kept.

Dividends paid during the year 1892, and how paid—None.

### REMARKS.

This railroad was opened for traffic on May 30th, 1892.

ACCIDENTS.

Included in the report of New Jersey Southern Railroad Company,  
if any.

## NEWARK AND BLOOMFIELD RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Newark and Bloomfield Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$103,850 00
Floating debt.....	160,425 19
Cost of roads and equipments.....	\$264,275 19

The road extends from Roseville Junction to Montclair, a distance of four and twenty-four hundredths miles.

It is leased to the Morris and Essex Railroad Company at an annual rental of six per cent. on its stock, and report of its operations is included in report of said company.

It is operated by the Delaware, Lackawanna and Western as lessee of the Morris and Essex, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, ss.—Frederick H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Newark and Bloomfield Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRED. H. GIBBENS.

Sworn and subscribed before me this 8th day of February, A. D. 1893.

LUDWIG R. MILLER,

Commissioner for the State of New Jersey in New York.

Dividends paid during the year 1892, and how paid—\$6,231 directly to stockholders, by the Delaware, Lackawanna and Western Railroad Company, lessee of Morris and Essex Railroad.

## ACCIDENTS.

August 6th.—Geo. Karr, passenger, on station platform, struck by piece of coal which fell from engine.

August 25th.—Walter Mead, walking on track, struck by passenger train. Killed.

## NEWARK AND HUDSON RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Newark and Hudson Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$250,000 00
Bonded debt.....	250,000 00
Floating debt—None.	
Cost of road.....	\$355,056 18

The road extends from Bergen Junction to Newark, a distance of five and five hundred and twenty thousandths miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of \$33,000.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, ss.—Cortlandt Parker, being duly sworn, on his oath says that he is President of the Newark and Hudson Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

CORTLANDT PARKER.

Sworn and subscribed before me this 14th day of January, A. D. 1893.

GEO. E. GRANT,

Notary Public N. Y. City and County.

RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	}	\$82,112 27
Income from freight.....		
Income from other sources.....		

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies and interest on bonds, \$17,500 .....	\$75,306 99
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Dividends paid during the year 1892, and how paid—None.

State of New York, City and County of New York, *ss.*—Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, lessee of the Newark and Hudson Railroad, and that the foregoing statement of receipts and expenditures, and also that the accompanying statement of accidents occurring during the year 1892 on that road, are true, according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn to before me this 9th day of February, 1893.

GEO. E. GRANT,

Notary Public N. Y. City and County.

#### ACCIDENTS.

February 18th.—Kryn Vandermast, age 60, an inmate of the "Soldiers Home," Kearny, while walking on the track, as train 309, engine 80, C. Whittaker, conductor; B. H. Van Irnvegen, engineer, approached Hackensack drawbridge at 8:50 A. M., he stepped on track directly in front of the train and was struck and received injuries from which he died shortly after.

March 21st.—Thomas Cory, age 40, while walking on track at Harrison at 4:45 P. M., was struck and instantly killed by train 319, engine 186, D. R. Schultz, conductor; J. S. Palmatier, engineer; whistle was sounded and bell rung but he paid no attention.



## NEW JERSEY JUNCTION RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Junction Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$100,000 00
Bonded debt.....	1,700,000 00
Floating debt—None.	
Cost of road and equipments.....	\$1,688,883 43

The road extends from Weehawken, N. J., to Jersey City, N. J., a distance of four and thirty-five hundredths miles.

It is leased to the New York Central and Hudson River Railroad Company at an annual rental as provided in contract approved by the Legislature of the State of New Jersey, by Chapter CLXII., approved April 12th, 1886.

It is equipped and operated by the New York Central and Hudson River Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, ss.—Chauncey M. Depew, being duly sworn, on his oath says that he is President of the New Jersey Junction Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

CHAUNCEY M. DEPEW.

Sworn and subscribed before me this 20th day of January, A. D. 1893.

H. C. DUVAL,

Notary Public Kings Co.

Certificate filed for N. Y. County.

## RECEIPTS AND EXPENSES FOR 1892.

See affidavit below.

Dividends paid during the year 1892, and how paid—None.

State of New York, County of New York, ss.—John Carstensen, Comptroller of the New York Central and Hudson River Railroad Company, lessee of the New Jersey Junction Railroad, being duly sworn, says that the earnings and expenses of the New Jersey Junction Railroad are merged in the general accounts of the New York Central and Hudson River Railroad Company, and that the accompanying statement of accidents occurring in the State of New Jersey, on the New Jersey Junction Railroad during the year ending December 31st, 1892, is correct and true, to the best of his information, knowledge and belief.

J. CARSTENSEN,  
Comptroller.

Sworn and subscribed before me this 20th day of January, 1893.

H. C. DUVAL,  
Notary Public, New York County.

## ACCIDENTS

*For the year ending December 31st, 1892.*

January 23d.—M. Ward, freight brakeman, Hoboken, extra train, P. Kline,† conductor; C. Mosier,† engineer; first finger of right hand mashed while coupling cars. Was not using a coupling stick.

February 12th.—Henry Post, freight conductor, Weehawken, extra train, Henry Post,† conductor; John Clay,† engineer; back and head injured by car stake breaking and striking him, while staking N. Y., P. & O. car 41546.

February 24th.—George W. Teats, freight brakeman, Hoboken, extra train, P. Kline,† conductor; C. Mosier,† engineer; index finger, right hand, mashed while coupling cars. Was not using a coupling stick.

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\* Not now in service.      † Still in service.

March 21st.—Unknown man, Jersey City, extra train, J. H. Welch,\* conductor; H. D. Smith,† engineer; killed. Run over by cars switching; was evidently lying under or behind cars on side track asleep, in an intoxicated condition.

June 11th.—Samuel Peterson, laborer (not in employ of N. J. J. R. R.), Weehawken, train 13, T. B. Franklin,† conductor; M. Moylan,† engineer; right leg broken and back of head injured. Struck by engine W. S. 35, while walking on track; evidently intended to commit suicide.

July 12th.—Frederick Hermann (not in employ of N. J. J. R. R.), Hoboken, train 5, D. Gunderman,† conductor; C. Mosier,† engineer; left arm broken and cut on forehead. Struck by engine W. S. 204, while walking alongside track.

October 11th.—Philip Aten, freight brakeman, Hoboken, extra train, P. Kline,† conductor; C. Mosier,† engineer; left foot bruised. Walked off the end of O. & W. box car 2175, and fell to ground.

Correct :

C. W. BRADLEY,  
General Superintendent.

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\*Not now in service.      †Still in service.

## NEW JERSEY SHORE LINE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Shore Line Railroad Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$31,000 00
Floating debt.....	2,438 00
Cost of road and equipments.....	\$33,438 00
Dividends paid during the year 1892, and how paid—None paid.	

The road, as projected, is to extend from Weehawken, N. J., to Harrington, N. J., a distance of fifteen and one-half miles.

## REMARKS.

Road not constructed.

State of New York, New York County, ss.—Chauncey M. Depew, being duly sworn, on his oath says that he is President of the New Jersey Shore Line Railroad Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

CHAUNCEY M. DEPEW.

Sworn and subscribed before me this 20th day of January, A. D. 1893.

H. C. DUVAL,  
Notary Public Kings County.  
Certificate filed for N. Y. County.

## NEW JERSEY SOUTHERN RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Southern Railway Company presents the following report for the year ending December 31st, 1892 :

Capital stock—Preferred ..	\$1,590,600 00	
Common .....	1,000,000 00	
		\$2,590,600 00
Bonded debt (including that of the Long Branch and Sea Shore Railroad) .....		1,790,600 00
Cost of road and equipments, purchased at foreclosure sale in 1879, for .....		752,000 00
Dividends paid during the year 1892, and how paid—None.		

The road extends from Port Monmouth to Atco (main line), with branches from Eatontown to East Long Branch and East Long Branch to Highland Beach (formerly Long Branch and Sea Shore Railroad); total, eighty-three and seventy-four hundredths miles.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers .....	\$460,582 50
Income from freight .....	262,963 02
Income from other sources .....	27,560 00
Total .....	\$751,105 52
Expenditures during the year for working road, including repairs, maintenance of way, motive power, contingencies and taxes .....	\$678,726 37

## REMARKS.

Included in the operations of this company are the receipts and expenditures of the following companies :

	Miles.
The West End Railroad Company.....	1.55
The Toms River Railroad Company.....	7.57
The Toms River and Waretown Railroad Company.....	14.71
The Vineland Railroad Company,.....	46.82
The Buena Vista Railroad Company.....	1.03
The Cumberland and Maurice River Railroad Company.....	21.20
The Cumberland and Maurice River Extension Railroad Company.....	1.23
The Navesink Railroad Company.....	4.66

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the New Jersey Southern Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 27th day of February, A. D. 1893.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

#### ACCIDENTS.

April 19th.—Jno. Warner, while coupling cars at Vineland, was caught between the bumpers, his left side bruised and one rib broken. Engineer, E. Egbert; conductor, Jno. Hurley.

June 18th.—Chas. Clayton, while applying brake on top of freight car at Barnegat Park, was struck by an electric wire and knocked to the ground; he was somewhat bruised about the face and hips. Engineer, Jno. Cross, conductor, A. P. Clayton.

June 27th.—Phineas H. Perrine, while drilling cars at Branchport, was struck on the head by step and slightly injured. Engineer, Wm. Shinn; conductor, John Olliver.

July 22d.—Stephen Per, while unloading ties at Bridgeton, fell from the car, cutting his head quite badly. Engineer, U. S. Grant; conductor, J. Johnson.

July 23d.—Mrs. Mary Ruhling was struck at Limerick while trying to get her child off the track and slightly injured. Engineer, William Miles; conductor, C. H. Allen.

September 7th.—Allen Wainwright, while leaning against some coal cars at Manchester, was knocked down and killed. Engineer, Wm. Morton; conductor, — — —.

October 6th.—J. F. S. Klingenberg, instantly killed at Winslow. Engineer of engine No. 515 saw this man lying on the track and did everything he could to stop train but could not do so. Klingenberg was subject to fits, and is supposed to have had one while walking on track. Engineer, Wm. Garon; conductor, D. C. Wells.

October 22d.—Frank Bradway, while drilling train No. 313 at Port Norris, attempted to board same while in motion, fell between the cars and was severely bruised and squeezed. Engineer, F. S. Duffield; conductor, Frank Howard.

December 3d.—Frederick Roberts, while coupling cars at Lakewood, had bone in wrist broken. Engineer, Wm. Carron; conductor, D. C. Wells.

December 16th.—Herman Rahmer, while riding between two box cars at Winslow Junction, fell between them and had his left knee crushed. Rahmer is a young man recently from Germany, without any permanent place of residence. Engineer, Gil. Hankins; conductor, Alex. Dellett.

## NEW YORK AND GREENWOOD LAKE RAILWAY COMPANY.

### *To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York and Greenwood Lake Railway Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$100,000 00
Bonded debt.....	3,200,000 00
Floating debt.....	187,170 14
Cost of road and equipments (estimated).....	\$2,870,299 78
Dividends paid during the year 1892, and how paid—None paid.	

The road extends from Jersey City to Greenwood lake, a distance of forty-one and eighteen-thousandths miles.

#### RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	}	\$351,861 23
Income from freight.....		
Income from other sources.....		
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....		\$291,359 68
Net earnings.....		\$60,491 55
Deductions from income.....		44,851 67
Surplus for the year.....		\$15,639 88

#### REMARKS.

The amount of capital stock authorized on the re-organization of the company was \$100,000. The amount actually issued and held by stockholders is 1,500 shares, \$75,000.



State of New York, New York City and County, ss.—Abram S. Hewitt, being duly sworn, on his oath says that he is President of the New York and Greenwood Lake Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

ABRAM S. HEWITT.

Sworn and subscribed before me this 15th day of March, A. D. 1893.

GEO. E. GRANT,

Notary Public New York City and County.

#### ACCIDENTS

*During the year ending December 31st, 1892.*

January 7th.—George H. Muller, age 40, attempting to get on train 519, engine 163, J. M. Hoffman, conductor; G. E. McKinnon, engineer, at 5:37 P. M., after train had started from North Newark, he fell off, was run over and received injuries from which he died the same day.

January 22d.—Mrs. C. V. Reynolds, a passenger on train 521, engine 149, D. Westfall, conductor; W. H. Osborn, engineer, when train came to a stop at Montclair, at 6:20 P. M., she had her hand caught between door and door casing as the door swung shut, badly bruising the fingers.

February 2d.—John Kealand, age 70, while walking along the track at 11:55 A. M., at North Newark, as train 579, engine 149, D. J. Westcott, conductor; W. H. Osborn, engineer, was passing, he fell towards the train and was struck, sustaining a bad scalp wound.

February 26th.—Wesley Tramper, age 24, brakeman on train 575, engine 236, W. Coleman, conductor; O. H. Barrett, engineer, while making a coupling without using stick, at 7:58 P. M., at Little Falls, had index finger of left hand caught and badly crushed.

April 28th.—Benj. Roach, age 27, fireman on engine 177, train 507, S. Pellington, conductor; A. Dittig, engineer, at 11:34 A. M., near Sterling Forest, while shaking the fire the shaking bar broke, causing him to fall to the ground, badly bruising him about the body.

April 29th.—Edw. Munson, age 22, brakeman on train 501, engine 178, W. E. Sigler, conductor; J. M. Kelly, engineer, while making a coupling without using stick, at 7:25 P. M., at Cooper, had right arm caught and badly crushed.

May 3d.—Isaac Taylor, age 22, brakeman on train 576, engine 236, A. McGirr, conductor; J. Myers, engineer, while cars were being switched at Soho, at 9:35 P. M., he stepped on track in front of a car and was knocked down and run over, receiving injuries from which he died the next day.

May 4th.—Robert Hunter, employed as clerk, age 26, in getting off train 419, engine 146, S. Smith, conductor; J. Good, engineer, at 4:51 P. M., at West Arlington, the door in coach slammed shut, cutting off the end of his right little finger.

June 19th.—Geo. W. Koehler, age 24, while walking on the track on a curve was struck by train 431, engine 194, D. Day, conductor; D. Driscoll, engineer, at 12:53 A. M., near Washington street station; he received injuries from which he died the next day. Whistle was blown and bell rung.

June 23d.—Edw. Kaiser, age 18, attempted to drive across the tracks at Forest street, Arlington, at 4:36 P. M., with a beer wagon, when they were struck by train 515, engine 178, W. E. Sigler, conductor; J. Kelly, engineer; he was thrown out and had right arm broken and right hand crushed. Proper signals were given for the crossing; the view is unobstructed.

August 1st.—John Kelly, age 30, engineer on engine 178, hauling train "Extra freight," W. E. Sigler, conductor, while making a coupling without using stick, at 7 P. M., at Coopers, had left arm caught and badly bruised.

August 24th.—Wm. Baldwin, age 27, while intoxicated drove into the side of train 521, engine 185, D. J. Westfall, conductor; Ira Mead, engineer, at 6:38 P. M., on crossing just west of Singac; he was thrown out and had right arm broken and left arm badly bruised.

September 7th.—John C. Scott, laborer, age 19, while unloading stone from a car at 8:45 A. M. at Chestnut Hill, train 514, engine 182,

W. A. Layton, conductor; J. Donnelly, engineer, ran through an open switch and struck the car on which he was working; he was thrown down and slightly bruised.

October 24th.—Geo. Leport, age 50, brakeman on extra freight train, engine 204, C. White, conductor; B. Roach, engineer, while making a coupling without using stick, at 7:35 P. M., at Pompton, had right hand caught and badly crushed.

October 26th.—James Williams, age 30, brakeman on extra freight train, engine 205, J. B. Day, conductor; I. Garrison, engineer, while making a coupling without using stick, at 7:30 A. M., at North Newark, had right hand caught and badly crushed.

November 7th.—James Kenworthy, age 35, brakeman on engine 579, D. J. Westfall, conductor; I. Mead, engineer, after having made a coupling at 11:35 A. M., at Forest Hill, in getting out from the cars, had left wrist caught and broken.

December 19th.—James Williams, age 30, brakeman on extra train, engine 46, W. A. Layton, conductor; I. Garrison, engineer, while pulling a pin at 2 P. M., at Montclair, had first finger of right hand caught and mashed.

December 27th.—David Conklin, age 25, brakeman on train 575, engine 236, J. W. Elliott, conductor; F. Stone, engineer, while making a coupling without using stick, at 8:40 A. M., at Little Falls, had right hand caught and badly crushed.

## NEW YORK AND LONG BRANCH RAILROAD COMPANY.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York and Long Branch Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$2,000,000 00
Bonded debt.....	1,642,000 00

The road extends from Perth Amboy to Bay Head Junction, a distance of thirty-eight and four-hundredths miles, and is operated by the Central Railroad Company of New Jersey and the Pennsylvania Railroad Company, under agreement.

The earnings and expenses form part of the income and expenses of the lessee companies.

It is equipped by the operating companies, and the further information required by law is annexed hereto.

State of New York, New York City and County, ss.—George F. Baker, being duly sworn, on his oath says that he is President of the New York and Long Branch Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEO. F. BAKER.

Sworn and subscribed before me this 28th day of February, A. D. 1893.

WM. A. BARKALOW,  
Master in Chancery of New Jersey.

## ACCIDENTS.

January 28th.—William Bennett, while trying to cross the track at Long Branch, after gates were lowered, his horse became frightened, throwing him in front of the engine, which struck and fatally injured him. Engineer, Hugh Horn; conductor, George Edick.

February 4th.—James Grace, Jr., attempted to board C. R. R. of N. J. extra freight train, engine No. 345, when passing through South Amboy, fell under the wheels and was seriously injured. Engineer, Everett Gordon; conductor, Peter M. Bryan.

March 26th.—Calvin Thomas, while uncoupling cars at Red Bank, had his hand caught and severely bruised. Engineer, Everett Gordon; conductor, John Shurtz.

April 14th.—Calvin Thomas; a brick, thrown by some unknown person, at South Amboy, struck brakeman Thomas on the head, cutting it badly. Engineer, S. L. Darling; conductor, Jno. Shurtz.

April 15th.—John Devlin, struck by foot-bridge at South Amboy. Engineer, Hugh Horn; conductor, Geo. Edick.

April 28th.—John Duffy, employed as brakeman on C. R. R. of N. J. freight train No. 345, while drilling in Red Bank yard, was caught between bumpers of cars and fatally injured. Engineer, C. E. Ross; acting conductor, John H. Lane.

May 20th.—Ward Applegate, about eight years of age, while walking on the tracks between South Amboy and Morgan, was struck and instantly killed by P. R. R. express train No. 285. Engineer, Wm. Berry; conductor, H. W. Headley.

May 23d.—John Corbett, while walking between tracks at South Amboy, stepped on south-bound track in front of C. R. R. of N. J. passenger train No. 333, engine No. 149. Engineer, L. Stoddard; conductor, H. A. Boyd.

May 28th.—Maud Dickenson (colored), while getting off train at Asbury Park, fell to platform, slightly cutting her head. Engineer, W. Clickner; conductor, L. C. Hurtt.

June 30th.—An unknown man found dead on the track by section-men at Asbury Park.

July 2d.—John H. Lane, fell from top of freight train at Red Bank, cutting his face slightly. Engineer, Chas. Ross ; conductor, Frank Wilson.

July 4th.—Willie Gibson was struck by engine at Ocean Grove and bruised slightly about the head. Engineer, Wm. R. Bennett ; conductor, M. A. Knapp.

July 5th.—James Pettit, while putting on the brake at Elberon, was thrown from the train and his face and head slightly cut. Engineer, Chas. Ross ; conductor, Frank Wilson.

July 6th.—Alfred Womifer, while attempting to board a moving excursion train (P. R. R. engine No. 3) at Asbury Park, fell under the wheels and was seriously injured. Engineer, George Roe ; conductor, J. H. Curran.

July 23d.—Michael McCormick, Jr., while fooling on the platform at Little Silver, was struck and fatally injured. Engineer, Frank Riddle ; conductor, Elisha R. Edick.

August 1st.—J. N. Hogan, while coupling cars at Red Bank, had two fingers slightly bruised. Engineer, Joe Errickson ; conductor, Jno. Kelly.

August 15th.—Thomas Cobane, while coupling cars at Branchport, had thumb on right hand crushed. Engineer, Chas. Ross ; conductor, Frank Wilson.

August 27th.—William Clark, while trying to board train at Sea Girt, fell under the wheels, which passed over one arm. Engineer, Joseph Truex ; conductor, W. C. Oliver.

September 6th.—Russell Foulks, struck by overhead bridge at South Amboy and knocked off the train ; four cars passed over him, cutting him badly about the head. Engineer, Chas. Ross ; conductor, F. Wilson.

September 23d.—Carl McKenzie, while coupling cars at South Amboy, had two fingers badly crushed. Engineer, Hugh Horn; conductor, Geo. Edick.

October 5th.—John McConnell, baggagemaster, had his face cut by cylinder head blowing out at Matawan station. Engineer, Wesler Alpaugh; conductor, L. C. Hurtt.

December 1st.—William Dennest, while coupling cars at Matawan, had two fingers on right hand crushed. Engineer, Theodore Tice; conductor, William Creveling.

December 15th.—Andrew Peterson, while working on the track at Matawan, was struck and fatally injured. Engineer, Lloyd Clarke; conductor, Jas. W. Van Houten.

December 28th.—In making up train at Point Pleasant brakeman failed to hold car and it ran into the train with great force; Mr. Turner, of Point Pleasant, was knocked down, cutting his hip and slightly injuring his knee.

December 29th.—Jeremiah Dangler, while walking on track near Brielle station, was struck and instantly killed by C. R. R. of N. J. mixed train No. 344, engine 38. Engineer, Frank Riddle; conductor, W. F. Ford.

## NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

### *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York, Susquehanna and Western Railroad Company presents the following report for the year ending December 31st, 1892:

Capital stock (issued for value) .....	\$21,000,000 00
Bonded debt .....	9,386,000 00
Cost of road and equipments.....	\$29,485,459 66
Dividends paid during the year 1892, and how paid—Cash, \$200,000	

The road extends from Marion, N. J., to Gravel Place, Pa., a distance of one hundred and one and three-tenths miles, with branches in New Jersey and Pennsylvania of thirty-three and thirty-three hundredths miles, making in all one hundred and thirty-four and sixty-three hundredths miles.

#### RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$327,558 16
Income from freight.....	1,262,771 23
Income from other sources .....	123,579 73
Total .....	\$1,713,909 12
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$949,374 15

State of New York, New York County, *ss.*—J. P. Rafferty, being duly sworn, on his oath says that he is Second Vice President of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

J. P. RAFFERTY.



Sworn and subscribed before me this 16th day of February, A. D. 1893.

**RICHD. C. SHIMEALL,**

A Commissioner of Deeds for the State of New Jersey  
Residing in the State of New York.

#### ACCIDENTS.

February 4th.—Train No. 8 struck a man named Lloyd, who was walking on track in cut at Paterson, injuring his head somewhat. Jno. A. Vrooman, conductor; A. Schoner, engineer.

February 13th.—Train No. 68 struck a man named Henry Hines, who was picking coal on track between Broadway station and switch tower at Paterson. Thos. Laroe, conductor; John Shea, engineer.

March 1st.—Train No. 15 struck Samuel Predmore, 200 yards west of Hawthorne; he was walking on track, and was hurt on back of head and side. C. C. Van Duzer, conductor; John Beatie, engineer.

March 13th.—Engine No. 3, Amos Turner, conductor; E. W. Eldridge, engineer; Burt Harrington, fireman, while wildcatting west, found a man named James Pippen lying dead on the Powder Mill switch, near Pompton.

July 12th.—Train No. 18 struck and killed a man named Edward Croak, just east of the Pennsylvania Railroad round-house, Jersey City. W. D. Brink, conductor; John Gannon, engineer.

July 27th.—Train No. 68 struck a man about 50 feet east of St. Paul's avenue, West End, N. J.; he was hit by corner of pilot and knocked down, cutting his head slightly. Thos. Laroe, conductor; John Shea, engineer.

August 6th.—Samuel Hennion was struck by train while lying asleep on track, about one-quarter of a mile west of Pompton and was killed. L. E. Paulison, conductor; Floyd Paulison, engineer.

August 9th.—While coupling cars at Gravel Place, Pa., Luzeian Potts, brakeman on train No. 57, had one of his fingers crushed. A. Mabey, conductor; James Havens, engineer.

September 12th.—Train No. 10 upset a car of passengers at Two Bridges, slightly injuring a Mrs. Caroline Murray and a Mrs. North. Cause is supposed to have been a misplaced switch.

September 30th.—A young man named Breen, while driving a wagon across Broadway crossing, Paterson, N. J., was struck and killed by train No. 38.

October 6th.—Train No. 20 struck a man named J. E. Conover, who was walking on ties beside track, just west of train shed at Jersey City, N. J.; he was unconscious when picked up, but afterwards walked away. J. A. Vrooman, conductor; A. Schoner, engineer.

October 24th.—William Gibbs, a brakeman on extra train No. 56, had part of one of his thumbs taken off while coupling cars at Vail's station. A. Mabey, conductor; Ralph Torbet, engineer.

October 24th.—John Fleeger, car repairer, was hurt quite seriously at the shop. He was working under coal cars which were let down by being uncoupled from engine. Cars got the better of men on them, and ran down about half a car length and caught him.

November 22d.—Jas. McGarry, brakeman on train No. 46, was run over and killed at Hackensack. Geo. Norris, conductor; Barney Eagan, engineer.

November 25th.—Train No. 26 struck a woman named Mrs. Miller at Monroe street crossing, Passaic. Her head was cut and side bruised. J. W. Shannon, conductor; Thos. Mahon, engineer.

December 22d.—Paterson drill engine No. 46 struck a wagon driven by John Dehaan, at Fifth avenue crossing, Riverside, N. J., throwing the driver out; he died of his injuries a few minutes afterward. Geo. Maher, conductor; W. Cortwright, engineer.

March 29th.—Edward Washburn, brakeman on train No. 56, while coupling cars at Two Bridges caught finger behind pin and mashed it at second joint. M. Rahaley, conductor; W. Paulison, engineer; Benj. Van Fleet, fireman.

April 7th.—After train No. 18 had passed Riverside, N. J., men employed at engine-house heard party calling from direction of bridge over the Passaic. Upon examination they found an unknown man with his hand cut off. He gave his name as Arthur Ward. It would seem that he was overtaken by the train while walking over the bridge, sat down beside the track and unconsciously put his hand on the rail to steady himself and had hand cut off by the wheel.

April 18th.—James Brerman, a brakeman on train No. 45, while drilling at Passaic Junction, fell off top of a box car and had legs above knees cut off. B. Egan, engineer; C. Schoonmaker, fireman; Wm. Baxter, conductor.

May 4th.—Geo. Beck, brakeman on extra train No. 56, while coupling cars at Sparta, had the flesh on one arm crushed—no bones broken. Seth Lewis, conductor; Ralph Torbet, engineer.

April 17th.—At Maywood, N. J., as gravel train was going west, G. N. Laroe, agent, walked off platform immediately in front of the train and was killed. James Duffy, conductor; Wm. Gould, engineer.

June 11th.—Train No. 18 struck a man just west of Ogdensburg, N. J., named Abraham Cole, killing him. The man was walking on inside of curve and could not be seen by engineer in time to stop. John Lee, conductor; M. Nally, engineer.

## NORTHERN RAILROAD COMPANY OF NEW JERSEY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Northern Railroad Company of New Jersey presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$1,000,000 00
Bonded debt.....	854,000 00
Floating debt.....	176,891 08
Cost of road and valuation.....	\$1,021,376 00

The road extends from Bergen Junction, N. J., to Sparkill, N. Y., a distance of twenty-one and twenty-five hundredths miles.

This road is equipped and operated by the New York, Lake Erie and Western Railroad Company under an agreement whereby the operating company receives sixty-five per cent. of the gross earnings and a proportion of the surplus calculated according to the respective mileage.

State of New York, New York County, ss.—Jno. J. Duff, being duly sworn, on his oath says that he is Secretary of the Northern Railroad Company of New Jersey, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JNO. J. DUFF.

Sworn and subscribed before me this 3d day of March, A. D. 1893.

WM. H. MEEKS,

A Commissioner of Deeds for the State of New Jersey  
Residing in the City of New York.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$330,693 48
Income from freight.....	73,103 10
Income from other sources.....	16,924 09
Total.....	<u>\$420,720 67</u>
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies .....	\$380,485 59
Dividends paid during the year 1892, and how paid—Cash, \$40,000.	

## ACCIDENTS.

The report of accidents is furnished by the New York, Lake Erie and Western Railroad Company.

State of New York, New York County, ss.—Eben B. Thomas, being duly sworn, on his oath says that he is Vice President of the N. Y., L. E. & W. R. R. Co., operating the Northern Railroad of New Jersey, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this 5th day of January, A. D. 1893.

GEO. E. GRANT,  
Notary Public N. Y. City and County.

State of New York, City and County of New York, ss.—Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the accompanying statement of accidents occurring on the Northern Railroad of New Jersey during the year ending December 31st, 1892, is correct and true, according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn to before me this 27th day of January, 1893.

GEO. E. GRANT,  
Notary Public N. Y. City and County.

## ACCIDENTS

*During the year ending December 31st, 1892.*

February 5th.—Benj. Willey, age 65, attempted to cross the tracks at a farm crossing near Granton, N. J., at 5:20 P. M., in front of train 229, engine 89, R. D. Haring, conductor; J. P. Sullivan, engineer; he was struck and instantly killed. He started to cross from the fireman's side and was not seen by the engineer until struck.

March 15th.—Henry S. Robinson, fireman, age 23, while fixing fire in engine 16, T. K. Norton, engineer, at 8:55 A. M., at Closter, a lump of coal fell on his left foot, badly bruising the toes.

July 4th.—Mrs. A. Barney, age about 35, a passenger on train 222, engine 89, H. Craft, conductor; A. Hoyt, engineer; when train was approaching Norwood station, she got up from her seat and walked to the door of coach, and when train came to a stop she lost her balance and fell down in the car, slightly bruising her left leg.

August 4th.—James Kinsella, flagman, age 27, on train 269, W. Corry, conductor; R. Conklin, engineer, while dropping a pin at 5:50 A. M., at Nordhoff, had right arm caught and badly bruised.

August 4th.—Hugh Lacey, age 27, boarded train 270, engine 179, D. Haring, conductor; J. P. Sullivan, engineer, at 9:01 P. M., at Englewood; while some gravel cars were being switched, he lost his balance and fell to the ground, and had first finger of right hand caught and badly bruised.

August 5th.—Newton Bell, age 38, white sitting asleep on station platform at Englewood, at 12:50 A. M., as train 201, engine 81, J. Myers, conductor; J. Parsells, engineer, was passing, he was struck and received a slight cut on left side of head.

October 14th.—John Mack, age 22, attempted to steal a ride on train 245, engine 170, J. Kinsella, conductor; F. K. Norton, engineer, at 11:25 P. M., at Englewood; he fell off, was run over and received injuries from which he died the next day.

### OGDEN MINE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Ogden Mine Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$450,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments.....	\$450,000 00

The road extends from Ogden, N. J., to Nolan's Point, N. J., a distance of nine and eighty-six hundredths miles.

It is leased to the Central Railroad Company of New Jersey, at an annual rental of five per cent. on its capital stock.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company and is annexed hereto.

State of New Jersey, Morris County, ss.—George Richards, being duly sworn, on his oath says that he is President of the Ogden Mine Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEORGE RICHARDS.

Sworn and subscribed before me this 3d day of January, A. D. 1893.

FRED. H. BEACH,  
Master in Chancery of New Jersey.

#### ACCIDENTS.

Included in report of Central Railroad Company of New Jersey.

## PASSAIC AND DELAWARE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic and Delaware Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$111,050 00
Floating debt.....	12,218 53
Cost of road and equipments.....	\$123,268 53

The road extends from Summit Junction to Bernardsville, a distance of thirteen and ninety-nine hundredths miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of five per cent. on its stock, and report of operations is included in report made by the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, ss.—Frederick H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Passaic and Delaware Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRED. H. GIBBENS.

Sworn and subscribed before me this 8th day of February, A. D. 1893.

LUDWIG R. MILLER,

Commissioner for the State of New Jersey in New York.



Dividends paid during the year 1892, and how paid—\$5,552.50 directly to stockholders by lessee.

## ACCIDENTS.

None.

## PASSAIC AND DELAWARE EXTENSION RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic and Delaware Extension Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$100,000 00
Floating debt.....	116,284 91
Cost of road and equipments.....	\$216,284 91

The road extends from junction with Passaic and Delaware Railroad at Bernardsville, to Gladstone, a distance of seven and forty-hundredths miles.

It is operated by the Delaware, Lackawanna and Western Railroad, as lessee, under an agreement to pay four per cent. on its stock, &c., and report of its operations is included in report of the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad, as lessee, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, ss.—Arthur D. Chambers, being duly sworn, on his oath says that he is Treasurer of the Passaic and Delaware Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

A. D. CHAMBERS.

Sworn and subscribed before me this 8th day of February, A. D. 1893.

LUDWIG R. MILLER,  
Commissioner for the State of New Jersey in New York.

Dividends paid during the year 1892, and how paid—\$4,000 directly to stockholders, by Delaware, Lackawanna and Western Railroad Company, as lessee of the Passaic and Delaware Railroad.

**ACCIDENTS.**

None.

## PASSAIC EXTENSION RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic Extension Railroad Company presents the following report for the year ending December 31st, 1892.

Capital stock paid in.....	\$6,000 00
Bonded debt—None.	
Floating debt.....	15,463 32
Cost of road and equipments.....	\$21,463 32

The road extends from a point on the north side of the Passaic river west of Eighth street, and runs along the center of Seventh street and the west bank of the Passaic river and along the towpath of the Dundee canal to the Dundee dam, and also includes a branch line, which begins at a line south of Monroe street and runs along the center of Randolph avenue to a point in the highway leading from the Clifton bridge to Clifton station, the same being about three miles in length, and wholly within the city and county of Passaic.

It is operated by the New York, Susquehanna and Western Railroad Company, and the particulars of the operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more particularly specified.

It is equipped and operated by the New York, Susquehanna and Western Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, ss.—John P. Rafferty, being duly sworn, on his oath says that he is Treasurer of the Passaic Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. P. RAFFERTY.

Sworn and subscribed before me this 31st day of January, A. D. 1893.

**R. C. SHIMEALL,**

A Commissioner of Deeds for the State of New Jersey  
Residing in the State of New York.

**ACCIDENTS.**

None.

State of New York, City and County of New York, ss.—Simon Borg, President of the New York, Susquehanna and Western Railroad Company, being duly sworn, says that the accounts of the operations and expenditures of the Passaic Extension Railroad Company are merged in the general accounts of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement of accidents occurring on the Passaic Extension Railroad during the year ending December 31st, 1892, is correct and true, to the best of his knowledge, information and belief.

**SIMON BORG.**

Sworn and subscribed before me this 31st day of January, 1893.

**R. C. SHIMEALL,**

A Commissioner of Deeds for the State of New Jersey  
Residing in the State of New York.

## PASSAIC RIVER EXTENSION RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic River Extension Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$7,700 00
Cost of road and equipments (for right of way).....	\$7,700 00

## REMARKS.

The company was incorporated to build a road from a connection with the Manufacturers Extension Railroad to a connection with the Newark and New York Railroad, a distance of about one mile. The right of way for this road is being secured and no construction has, as yet, been done.

State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Passaic River Extension Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 27th day of February, A. D. 1893.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

## PASSAIC AND NEW YORK RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic and New York Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock issued .....	\$70,000 00
Bonded debt .....	70,000 00
Floating debt—None.	
Cost of road and equipments.....	\$140,000 00

The road extends from Passaic City to a connection with the New York, Susquehanna and Western Railroad, near Rochelle Park, N. J., a distance of three miles.

It is leased to the New York, Susquehanna and Western Railroad Company at an annual rental of \$4,200 and taxes. The particulars of the operations and expenditures have been kept as a part of the general accounts of that company and cannot be more particularly specified.

It is equipped and operated by the New York, Susquehanna and Western Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, ss.—John P. Rafferty, being duly sworn, on his oath says that he is Treasurer of the Passaic and New York Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. P. RAFFERTY.

Sworn and subscribed before me this 31st day of January, A. D. 1893.

R. C. SHIMEALL,

A Commissioner of Deeds for the State of New Jersey  
Residing in the State of New York.

## ACCIDENTS.

November 9th.—Train No. 26, of November 9th, struck a woman named Mrs. Miller at Monroe street crossing, Passaic. Her head was cut and side bruised. J. W. Shannon, conductor; Thos. Mahon, engineer.

State of New York, County of New York, ss.—Simon Borg, the President of the New York, Susquehanna and Western Railroad Company, being duly sworn, says that the accounts of the operations and expenditures of the Passaic and New York Railroad Company are merged in the general accounts of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement of accidents occurring on the Passaic and New York Railroad during the year ending December 31st, 1892, is correct and true, to the best of his knowledge, information and belief.

SIMON BORG.

Sworn and subscribed before me this 31st day of January, 1893.

R. C. SHIMEALL,

A Commissioner of Deeds for the State of New Jersey  
Residing in the State of New York.



## PATERSON AND HUDSON RIVER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Paterson and Hudson River Railroad Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$630,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments.....	\$630,000 00

The road extends from the city of Paterson to Marion, in the county of Hudson, a distance of thirteen and nine hundred and fifty thousandths miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of \$53,400, including land in Jersey City.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Passaic County, ss.— ———, being duly sworn, on his oath says that he is ——— of the ———, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT S. HUGHES.

Sworn and subscribed before me this 10th day of January, A. D. 1893.

ROBERT S. HOPPER,  
Master in Chancery of New Jersey.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers—None.

Income from freight—None.

Income from other sources—None.

Dividends paid during the year 1892, and how paid—Eight per cent., \$53,000, paid in cash.

The road extends from Paterson to Weehawken, a distance of thirteen and ninety-five hundredths miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of \$48,400.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, ss.—E. B. Thomas, being duly sworn, on his oath says that he is Vice President of the New York, Lake Erie and Western Railroad Company, lessee of the Paterson and Hudson River Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this 5th day of January, A. D. 1893.

GEO. E. GRANT,

Notary Public New York City and County.

State of New York, City and County of New York, ss.—Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the accounts of the operations and of the earnings and expenditures of the Paterson and Hudson River Railroad are merged in the general accounts of the New York, Lake Erie and Western Railroad Company, the lessee, and that the accompanying statement of accidents occurring on the Paterson and Hudson River Railroad during the year ending December 31st, 1892, is correct and true, to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn to before me this 27th day of January, 1893.

GEO. E. GRANT,

Notary Public New York City and County.

## ACCIDENTS

*During the year ending December 31st, 1892.*

January 2d.—Wm. Kelly, fireman, age 51, residence Jersey City, fell down in tender of engine 1, C. Howard, engineer, at 1:50 P. M., in Jersey yard, and had left side and back badly bruised.

January 5th.—Richard Kelly, age 60, residence New York City, was struck and fatally injured at 5:45 P. M., on Henderson street crossing, Jersey City, by train 326, engine 179, C. H. Ward, conductor; E. Outwin, engineer. The gates were down but he went under them.

January 8th.—C. D. Romaine, engineer, age 34, on freight train, engine 252, J. D. Le Bar, conductor, while feeling of driver brake on engine at 11:50 A. M., at Secaucus, he had his right hand caught between brake shoe and wheel, badly crushing the first three fingers.

January 13th.—Dennis Cooney, switchman, age 45, residence Jersey City, while stepping in between two cars in yard train, engine 405, J. Brewster, engineer, at 6:30 A. M., in Jersey City yard, to make a coupling, was caught between draw-heads and badly squeezed through the body.

January 14th.—John Clay, switchman, age 24, while pulling a pin in yard train, engine 417, engineer, T. Breereton, at 8 P. M., in Jersey City yard, had right hand caught and badly bruised.

January 14th.—Geo. Bulger, age 24, a passenger on train 126, engine 186, C. L. Boughner, conductor; G. Conklin, engineer; as train was pulling through Bergen yard at 6:45 P. M., he jumped from train and fell, badly cutting and bruising his head.

January 15th.—Theo. Buckley, switchman, age 37, while setting a brake in yard train, engine 418, C. Banta, engineer, at 8:30 A. M., in Jersey City yard, he fell from the car to the ground, and was badly cut and bruised about the head and body.

January 16th.—Thos. Callahan, brakeman, age 25, in pulling a pin in yard train, engine 520, T. Hopper, engineer, at 10:45 P. M., at Bergen, had three fingers of left hand caught and badly crushed.

January 17th.—Wm. B. Wilkes, brakeman, age 30, while making a coupling without using stick, in train 83, engine 271, E. H. Vernon, conductor ; W. Smith, engineer, at 4 A. M., in Jersey City yard, had right arm caught and badly bruised.

January 20th.—Frank Malony, trackman, age 28, while cleaning snow from the tracks at 8:50 A. M., in Jersey City yard, was struck by engine 91, S. M. Headley, engineer ; he received injuries from which he died the same day.

January 24th.—George Keisel, brakeman, age 21, while making a coupling without using stick, in yard train, engine 411, D. Winfield, engineer, at 10:45 P. M., at Bergen, had left hand caught and badly bruised.

January 26th.—James O'Neil, switchman, age 32, while making a coupling without using stick, had right forearm caught and badly bruised, at 7:10 P. M., in Jersey City yard ; engine 728, A. Dolan, engineer.

February 2d.—Geo. M. Carpenter, brakeman, age 28, on extra freight train, engine 737, in pulling train out, he lost his balance and fell to the ground, badly cutting and bruising his left hand, at 6 A. M., at Pen Horn. Conductor, C. Doty ; engineer, J. Fosdick

February 3d.—J. F. Bolin, brakeman, age 22, on extra train, engine 274, N. Kimble, conductor ; J. L. Quirk, engineer, while making a coupling without using stick, at 9:30 A. M., at Bergen, had right forefinger caught and badly crushed.

February 3d.—Joseph E. Cox, brakeman, age 22, on extra train, engine 741, P. Connelly, conductor ; A. Van Noy, engineer, in changing a link in draw-head of a car, at 12:35 A. M., at Bergen, had left hand caught and badly bruised.

February 3d.—Louis Grossman, age 55, attempted to drive across the tracks at Secaucus, at 4:10 P. M., in front of train 31, engine 309, J. Van Duzer, conductor ; C. Romaine, engineer ; the wagon was struck and he was thrown out, and received injuries from which he died soon after. Proper signals were given for the crossing, and the view is unobstructed.

February 11th.—Burt W. Hardy, brakeman, age 27, on extra freight train, engine 199, G. F. Carpenter, conductor; G. Van Houten, engineer, while making a coupling without using stick, at 12:45 P. M., at Passaic, had right hand caught and badly bruised.

February 12th.—Warren Munson, switchman, age 37, on yard train, engine 406, J. Ronge, engineer, while on top of a car in Jersey City yard, at 9 P. M., lost his balance and fell to the ground, bruising his right leg, arm and shoulder.

February 13th.—Wm. Walker, brakeman, age 35, on extra train, engine 277, M. Conway, conductor; Geo. W. Wood, engineer, while making a coupling without using stick, at 12:05 P. M., at Pen Horn, had right hand caught and badly bruised.

February 17th.—Geo. W. Haven, brakeman, age 30, on yard train, engine 431, G. Cowan, engineer, while making a coupling without using stick, at 5:30 P. M., in Jersey City yard, had right hand caught and badly bruised.

February 18th.—Benj. Brewster, switchman, age 25, on yard engine 406, J. Ronge, engineer, while making a coupling without using stick, at 3:30 P. M., in Jersey City yard, had right hand caught and badly bruised.

February 26th.—Chas. Kroebel, flagman, age 24, on extra freight train, engine 729, L. Penny, conductor; J. D. Wilkin, engineer; while pulling a pin his left foot caught in a frog and a wheel struck it, crushing the soft parts but breaking no bones; happened at 2:10 A. M. in Pen Horn yard.

February 28th.—John J. Meredith, brakeman, age 21, on extra freight train, engine 741, C. S. Doty, conductor; A. B. Jaeger, engineer; while pulling a pin at 12:25 P. M. at Pen Horn, had right arm caught at elbow and badly bruised.

March 2d.—John Carlon, age 27, drove a sleigh through the gates at Straight street crossing, Paterson, at 7:55 P. M., and into engine 35, hauling train 327, C. H. Ward, conductor; E. Sally, engineer; the horse was injured and he was thrown out and received two scalp wounds. The gateman attempted to stop him but did not succeed.

March 2d.—Edward Thornt, brakeman, age 22, on yard train, engine 745, J. McCarrick, engineer, while making a coupling without using stick, at 12:10 A. M., at Bergen, had right hand caught and badly bruised.

March 3d.—Henry Connerty, age 23, brakeman on yard train in Bergen yard, stepped in between two cars to pull a pin, at 12:05 P. M., when he slipped and fell down, cars running over and instantly killing him. Engine 400, S. Campbell, engineer.

March 5th.—Geo. Thompson, age 28, brakeman on way freight train, engine 70, W. L. Camp, conductor; Geo. Gage, engineer, while on top of a car slipped and fell to the ground, badly bruising his shoulders. Happened at 5 A. M. in Jersey City yard.

March 7th.—Tony Ambrose, trackman, age 30, while working on the track in Jersey City yard at 4:50 P. M. was struck by train 15, engine 306, A. McNeal, conductor; J. Foster, engineer, and received injuries from which he died the same day. Whistle was sounded and bell rung but he paid no attention.

March 9th.—Walter White, age 39, yard brakeman on engine 438, J. Drummond, engineer, while making a coupling without using stick, at 9 P. M., at Bergen, had two fingers on left hand caught and badly crushed.

March 16th.—Edw. Burke, age 34, switchman on yard engine 410, E. Davis, engineer, while making a coupling without using stick, at 3 P. M., in Jersey City yard, had right hand caught and badly bruised.

March 18th.—Wm. G. Krauss, age 31, brakeman on extra train, engine 546, J. Jones, conductor; S. Evans, engineer, while making a coupling without using stick, had right hand caught and badly bruised; happened at Rutherford, at 5:10 A. M.

March 22d.—Wm. Spear, age 36, switchman on yard engine 432, Geo. Cooper, engineer, while making a coupling without using stick, at 5:30 P. M., at Paterson, had right hand caught and badly crushed.

March 24th.—Wm. O'Neil, age 40, switchman on yard engine 408, C. Davis, engineer, while switching cars in Jersey City yard, at 6:55 P. M., he slipped and fell from a car to the ground; he was badly cut and bruised about the head and body.

March 26th.—John Weying, age 45, attempted to get on train 245, engine 185, F. K. Norton, conductor; Wm. Blauvelt, engineer, at 10:52 P. M., at Bergen; he was struck and had left hip fractured.

March 28th.—Martin Cleary, brakeman, age 22, was found in Bergen yard, at 10:15 P. M., with right leg and arm run over and badly crushed; he died soon after. It is not known what train struck him.

March 28th.—Chas. E. King, brakeman, age 21, on extra train, engine 270, F. Cooney, conductor; H. Canfield, engineer, while making a coupling without using stick, at 9:45 A. M., at Pen Horn, had right hand caught and badly crushed.

March 29th.—John F. Bolton, age 50, went under gates at Lexington avenue crossing, Passaic, at 7:40 P. M., and attempted to run across the tracks in front of train 29, engine 308, D. King, conductor; C. Angle, engineer; he was struck and thrown down, sustaining a scalp wound and had his back badly bruised.

March 31st.—M. H. Darmody, age 25, brakeman on extra train, engine 270, F. Cooney, conductor; W. Canfield, engineer, while making a coupling without using stick, at 7:50 P. M., at Pen Horn, had right hand caught and badly crushed.

April 1st.—Jas. O'Neil, age 30, brakeman on yard engine 437, L. Goode, engineer, while pulling a pin at 9:55 P. M., at Bergen, had left arm caught and badly bruised.

April 8th.—Danl. McNab, age 26, brakeman on extra freight train, engine 745, C. Jennings, conductor; J. McCarrick, engineer, while making a coupling without using stick, at 12:20 A. M., at Pen Horn, had index finger of right hand caught and somewhat crushed.

April 9th.—Wm. Shrader, age 22, brakeman on extra freight train, engine 745, M. Dwyer, conductor; J. McCarrick, engineer, went under one of the cars to look after the air hose, when the train started back and he was struck on the head, sustaining a scalp wound. No one knew that he was under the car.

April 19th.—Tim Sheehan, age 28, switchman on yard engine 420, J. Quackenbush, engineer, while making a coupling without using stick, at 5:40 P. M., in Jersey City yard, had right hand caught and badly bruised.

April 23d.—E. H. Drew, age 22, brakeman on engine 320, T. Shriver, engineer, while making a coupling without using stick, at 10:25 A. M., in Jersey City yard, had left hand caught and badly squeezed.

April 26th.—Thos. Crilly, age 23, fireman on engine 418, in getting down from engine at 12:30 A. M., in Jersey City yard, he slipped and fell to the ground, badly bruising his right knee.

May 3d.—Frank Smith, trackman, age 29, while at work in Bergen tunnel at 10:20 P. M., was struck and instantly killed by engine 250, J. Lyons, engineer. The foreman called to Smith to get out of the way but he did not seem to hear; bell on engine was ringing and headlight burning brightly.

May 8th.—Chas. Biegle, age 15, while stealing a ride on extra train, engine 254, W. Dorr, conductor; G. Smith, engineer, at 2 P. M., at Secaucus, he fell from the train and had right arm and right leg run over and badly cut and bruised.

May 15th.—Michael Burns, age 25, a passenger on train 324, engine 186, D. Mandeville, conductor; T. Fitzsimmons, engineer, jumped from the train as it slacked up in Jersey City yard. He fell and had his head cut and right shoulder broken.

May 15th.—Wm. Chadwick, age 40, was found dead on track in Bergen yard at 12:50 A. M., having been struck and killed by some unknown train.

May 17th.—Chas. Van Buren, age 25, brakeman on train 90, engine 266, J. McCoy, conductor; A. Dillon, engineer, while making a coupling at 8:45 A. M., at Bergen, had right hand caught and badly crushed; was not using stick.

May 20th.—Edward Long, age 24, switchman on yard engine 409, J. Henry, engineer, while making a coupling without using stick, had right hand caught and badly bruised; happened in Jersey City yard at 9:20 P. M.



May 20th.—Edw. Green, age 24, fireman on engine 180, M. Pendergast, engineer, while assisting in washing out ash pan, steam and fire flew back from the front of the pan, badly burning and scorching left side of his face; accident happened at Jersey City, 9:45 A. M.

May 30th.—John Henneghan, age 50, in attempting to drive a cow from the track at 7 P. M., at Rutherford, was struck and instantly killed by train 7, engine 321, T. Welch, conductor; H. Watts, engineer. The engineer blew the whistle, rang the bell and reversed the engine, but could not stop in time to avoid the accident.

June 1st.—Miss Jane Cortissoz, age 21, a passenger on train 21, engine 92, H. Green, conductor; Geo. Morgan, engineer; as train started from Jersey City at 6 P. M., a window sash in coach fell down on her left hand, slightly bruising same.

June 2d.—Burdett Clark, age 25, brakeman on extra train, engine 783, E. Shay, conductor; C. Ryan, engineer, while pulling a pin at 2 P. M., at Bergen, tripped on rail and fell down; one pair of wheels passed over him, inflicting injuries from which he died the same day.

June 3d.—Hyman Salisbury, age 26, a passenger on train 111, engine 146, C. H. Ward, conductor; C. Clark, engineer; as train approached Paterson station, he jumped from train and fell, sustaining a compound fracture of the skull, and had two ribs broken.

June 4th.—John Buckley, switchman, age 60, while taking lamp from a switch stand in Jersey City yard at 4:20 A. M., was struck by engine 403, T. Burton, engineer, and knocked down, slightly cutting his head.

June 4th.—Chas. G. Reeder, age 21, brakeman on extra train, engine 268, S. D. Wheeler, conductor; J. Walker, engineer, while making a coupling at 3:30 A. M., at Pen Horn, without using stick, had left hand caught and badly crushed.

June 4th.—George Dempsey, age 39, switchtender in Jersey City yard, at 10 A. M.; he stepped on track in front of some cars that were being switched by engine 413, F. Mandeville, engineer; he was knocked down, run over, and instantly killed.

June 11th.—Italian laborer, No. 243, name unknown, age 35, while train 111, engine 31, Geo. Carpenter, conductor; T. Dagion, engineer, was passing Passaic bridge at 1:20 P. M.; he stood too close to train and was struck and bruised about the hips and back; no bones broken.

June 13th.—T. F. McManus, age 22, switchman on yard engine 452, C. Banta, engineer, while making a coupling without using stick, at 2 P. M., in Jersey City yard, had first finger of right hand caught and badly bruised.

June 15th.—M. J. Earle, age 26, yard brakeman on engine 438, F. Smith, engineer, while making a coupling without using stick, at 5 P. M., at Bergen, had right arm caught and badly bruised.

June 16th.—Thomas Lyons, age 29, switchman on yard engine 420, M. Rounds, engineer, while climbing up ladder on outside of a box car at 3:45 P. M., in Jersey City yard, was caught against corner of a car standing on adjoining track and had left shoulder, leg and back badly bruised.

June 16th.—Edw. Burke, age 24, yard switchman on engine 420, M. Rounds, engineer, while pulling a pin in Jersey City yard at 9:10 A. M., had right forearm caught and badly bruised.

June 17th.—D. Y. Smith, assistant yardmaster, age 45, stepped on track directly in front of yard engine 418, A. Auryansen, engineer, at 5:50 P. M., in Jersey City yard; he was run over and instantly killed.

June 19th.—Michael Flynn, age 25, brakeman on extra train, engine 250, J. E. Trainor, conductor; John E. Logan, engineer, while making a coupling without using stick, at 2:35 P. M., at Bergen, had right hand caught and badly bruised.

June 19th.—Christopher Voss, car repairer, age 52, jumped from train 598, engine 170, J. Pellington, conductor; G. Brown, engineer, at 9 P. M., at west end of Bergen tunnel; he fell, was run over and received injuries from which he died the next day.

June 21st.—James A. Brink, age 22, brakeman on train 83, engine 735, N. S. Rose, conductor; A. Davis, engineer, while making

a coupling without using stick, at 3:55 A. M., in Jersey City yard, had middle finger of right hand caught and badly bruised.

June 21st.—Wm. Heater, age 21, brakeman on train 335, engine 559, J. M. Snook, conductor; A. Bell, engineer, while making a coupling without using stick, at 9:05 P. M., at Bergen, had fingers of right hand caught and badly bruised.

June 22d.—Joseph Dillon, fireman, age 42, on engine 277, hauling train 86, S. A. Smith, conductor; John Duryea, engineer, while leaning out of cab window at 4:35 P. M., at Bergen, to look at a hot wheel, he was struck by semaphore pole and knocked from the engine, receiving bad cuts and bruises about the body.

June 25th.—Patrick Finn, trackman, age 52, while at work in Bergen tunnel, at 2:05 A. M., was struck by train 14, engine 326, W. H. Faulkner, conductor; C. Blizzard, engineer, and had left leg broken at ankle.

July 7th.—Unknown man, age about 40, while walking on the track at 11:15 A. M., at Bergen, as train 60, engine 84, H. Green, conductor; G. W. Morgan, engineer, approached, he stepped on track directly in front of the engine, and was struck and instantly killed.

July 12th.—George Reed, age 26, switchman on yard engine 409, M. King, conductor; T. McCarthy, engineer, while pulling a pin at 4:40 P. M., in Jersey City yard, had right forearm caught and badly bruised.

July 16th.—Chas. Downing, age 24, brakeman on extra train, engine 204, J. Tyrrell, conductor, J. E. Cooney, engineer, while making a coupling standing sideways between the two cars, was caught between end sills, and had collar bone and two ribs broken; happened at Paterson, 1 P. M.

July 20th.—I. W. Felter, age 25, yard brakeman on engine 407, F. L. Hopper, engineer, lost his balance and fell from a car at 10 P. M., at Bergen, and had left ankle dislocated.

July 21st.—Richard Halloran, employed as laborer, age 27, boarded train 123, engine 96, D. Mandeville, conductor; A. Dolan,

engineer, to get a ride to tunnel, at 5:55 P. M.; when near Erie street, he jumped from the train, and had left arm run over and so badly crushed that it had to be amputated.

July 21st.—Joseph Borlsosky, age 27, machinists' helper, while working on back of tender of engine 204, at 8:10 P. M., in Jersey City yard, with right hand resting on rail, when engine 504 backed into engine 204, moving it a little, his right hand was caught under one of the tank wheels, badly crushing it.

July 23d.—Arthur Boeger, age 10, was picking coal along the track near Midland tower, in Bergen yard, when train 109, engine 82, C. J. Crane, conductor; J. W. Bogert, engineer, was passing, a piece of ice was thrown from train for the operator in the tower; it rebounded and struck the boy, badly bruising his right side.

July 24th.—Michl. Mack, age 25, switchtender, was sitting on step of tender of engine 452, C. Banta, engineer, at 4:25 P. M., in Jersey City yard, with his feet on the ground; when engine started he fell and had right arm run over and cut off near elbow.

July 28th.—John Buckley, laborer, age 21, attempted to climb between cars that were being handled by yard engine 420, M. Rounds, engineer, at 12:05 P. M., in Jersey City yard, had right foot caught between draw-heads and badly bruised.

August 2d.—Robert Thomas, age 42, while walking along the track up through Jersey City yard, at 8:40 A. M., as engine 84, F. Hoar, engineer, was passing, he stepped too close to the track and was struck and had his back slightly bruised.

August 2d.—Geo. H. Kelly, age 22, switchman on yard engine 410, C. Vreeland, engineer, in dropping a pin in draw-head of a car at 5:30 A. M., at Bergen, had first finger of right hand caught and badly bruised.

August 3d.—Edw. Conway, age 45, switchman on yard engine 451, M. Rounds, engineer, while pulling a pin at 3:40 A. M. in Jersey City yard, his right foot caught in a frog and the big toe was run over and badly crushed.

August 9th.—Wm. McCann, age 32, attempted to get on train 62, engine 111, W. L. Baxter, conductor ; Ed. Black, engineer, at 1:17 P. M., at Passaic ; he was knocked down and was somewhat cut and bruised about the face.

August 12th.—F. T. Westbrook, age 22, brakeman on extra train, engine 731, J. D. Le Bar, conductor ; J. Gross, engineer, while making a coupling without using stick, at 1:05 A. M., in Jersey City yard, had right hand caught and badly crushed.

August 12th.—F. H. Smart, age 30, switchman on yard engine 451, M. Rounds, engineer, while pulling a pin in Jersey City yard, at 3:30 P. M., had right hand caught and badly bruised.

August 15th.—Martin Blake, age 42, was found in an intoxicated condition in Jersey City yard, at 10:45 P. M., with two toes on left foot run over and crushed ; he was unable to state how he met with his injuries.

August 21st.—Wm. Callahan, age 18, brakeman on extra train, engine 738, J. Feeney, conductor ; C. Ryan, engineer, in stepping in between two cars to make a coupling at 7:25 A. M., at Pen Horn, was caught between bumpers and instantly killed.

August 22d.—Henry Hagan, age 7, was walking alongside of track at 10:18 A. M., at Secaucus, as train 5, engine 11, E. Birly, conductor ; B. Anthony, engineer, approached, the engineer blew the whistle and rang the bell, but they did not hear, and the boy who was nearest to the engine was struck by bumper and instantly killed.

August 23d.—Patrick Smith, age 36, yard brakeman on engine 438, F. Smith, engineer, in pulling a pin in Jersey City yard, at 10:30 A. M., he fell down, was run over and instantly killed.

August 23d.—Andrew Burns, age 19, while stealing a ride on extra train, engine 264, W. H. Dwyer, conductor ; W. Flynn, engineer ; when cars were being switched at Paterson, at 11:30 A. M., the lumber on the car on which Burns was riding shifted, and caught him against side of car, badly bruising him about the limbs and body.

August 24th.—Benj. Brewster, age 23, yard brakeman on engine 205, Geo. Brown, engineer, in making a coupling at 3 A. M., in Bergen yard, fell down, and had right leg run over and badly crushed.

September 3d.—Owen Sweeney, age 33, yard conductor on engine 400, D. Winfield, engineer, while applying a brake on a car at 9:30 P. M., at Bergen, he fell to the ground, and had left hand run over and crushed at the wrist.

September 6th.—Fred. Reipe, age 28, brakeman on construction train, engine 420, P. Dusenbury conductor; H. C. Jones, engineer, while making a coupling without using stick, at 5:30 P. M., in Jersey City yard, had right arm caught and badly crushed.

September 7th.—Chas. Ellison, age 34, brakeman on extra train, engine 546, J. Jones, conductor; S. W. Evans, engineer, while getting down from a car at 2:45 P. M., at Pen Horn, he slipped and fell to the ground, and had right shoulder dislocated.

September 13th.—L. Waidler, age 41, engineer on engine 255, in getting down from his engine at 3 A. M., at Bergen, had his right side badly bruised and one rib broken, caused by slipping and falling to the ground.

September 19th.—John Gola, age 26, attempted to drive across the tracks at Monroe street, Passaic, at 4:08 P. M., in front of train 27, T. Dobson, conductor; H. Radcliffe, engineer; his wagon was struck and he was thrown out and badly bruised about the head and body, and also had left collar bone broken.

September 21st.—Wm. Wrightnor, age 45, yard brakeman on engine 400, D. Winfield, engineer, while dropping a pin in draw-head of a car at 4 A. M., at Bergen, had second finger of right hand caught and badly crushed.

September 21st.—Adolph Schneider, age 25, yard conductor on engine 400, S. Campbell, engineer, while making a coupling without using stick, at 1:40 P. M., at Bergen, had left hand caught and badly bruised.

September 21st.—George Vezer, age 46, while walking on eastward track at 4:11 P. M., at Passaic, was struck by train 122, engine 80, J. S. Harden, conductor; W. Blanch, engineer; he was knocked down and received a severe scalp wound and was also bruised about the body.

September 22d.—Charles Morgan, age 32, brakeman on train 336, engine 556, J. D. Parker, conductor; R. Thornhill, engineer, while on top of caboose while the train was going through the tunnel at 6:30 P. M., struck his head against roof of tunnel, sustaining contusions and lacerated wound of forehead.

September 22d.—Otto Miller, age 27, while stealing a ride on a car handled by yard engine 400, D. Winfield, engineer, at 12:35 A. M., at Bergen, the lumber on the car in which he was, shifted, slightly bruising his right hip and body.

September 24th.—F. W. Mandeville, yard brakeman at Bergen, stepped on track directly in front of N. J. & N. Y. train 6, engine 9, J. J. Riker, conductor; G. R. Nicholson, engineer, at 7:54 A. M., at Bergen; he was struck and instantly killed.

September 25th.—Michl. Madden, age 11, in attempting to get on a yard train, engine 447, S. Clark, engineer, at 2:55 P. M., at Bergen, he fell off and had both legs run over and cut off at the ankle.

September 26th.—E. W. Davis, age 25, brakeman on train 90, engine 260, G. A. Barrett, conductor; G. E. Cook, engineer, while going through Bergen tunnel at 3:50 P. M., he fell from a box car to the ground, badly cutting and bruising his head.

September 26th.—Wm. Mason, age 60, was found dead at 9:50 P. M. just outside of train-shed in Jersey City yard, having been run over by some unknown train.

September 26th.—Geo. Ackerle, brakeman, age 21, on extra freight train, engine 546, J. Jones, conductor; S. W. Erwin, engineer, while making a coupling without using stick, at 5:40 A. M., at Pen Horn, had little finger of right hand caught and crushed.

September 26th.—R. W. Murphy, age 13, was found dead just west of Prospect street, Passaic, at 5:33 A. M., having been run over by some unknown train.

October 4th.—David Johnson, age 24, car cleaner, while riding on a coach handled by yard engine 450, J. Quackenbush, engineer, at 9:05 A. M., in Jersey City yard, lost his balance and fell to the ground and was badly cut and bruised about the head and body.

October 10th.—A. H. Mackay, age 41, brakeman on extra train, engine 740, H. F. Mulligan, conductor ; J. J. Bradley, engineer, while making a coupling without using stick, at 6:50 P. M., at Pen Horn, had thumb of right hand caught and badly crushed.

October 11th.—S. W. Nichols, age 28, brakeman on extra train, engine 546, J. Jones, conductor ; S. W. Evans, engineer, while train was going through Bergen tunnel, at 8:40 P. M., he fell from the train and had jaw bone broken and left arm fractured.

October 12th.—W. H. Neff, age 25, brakeman on train 85, engine 258, John Ellnor, conductor ; R. King, engineer, while standing on caboose platform at 7 A. M., in Jersey City yard, he lost his balance and fell down on bumpers of rear car, fracturing two ribs.

October 14th.—C. Carroll, age 26, switchman on yard engine 451, Wm. Rounds, engineer, while making a coupling without using stick, at 11 P. M., in Jersey City yard, had second finger of right hand caught and crushed at first joint.

October 20th.—Chas. Cordes, age 27, brakeman on construction train, engine 87, P. Dusenbury, conductor ; H. Jones, engineer, while pulling a pin at 1:20 P. M. in Jersey City yard, had right forearm caught and badly bruised.

October 21st.—Martin Woodruff, age 22, switchman on yard engine 451, Geo. Cowan, engineer, while making a coupling without using stick, at 2 A. M., in Jersey City yard, had right hand caught and badly bruised.

October 31st.—John Callahan, age 35, went under the gates at Henderson street, Jersey City, at 9:50 P. M., and attempted to cross in front of train 530, engine 162, S. Pellington, conductor ; T. Duffy, engineer ; he was struck and instantly killed.

November 3d.—Tim. Murphy, age 48, switchman on yard engine 403, J. Kent, engineer, while climbing up the ladder of a box car at 3:15 P. M., in Jersey City yard, fell to the ground and had left arm, side and back badly bruised.

November 7th.—James Welch, age 32, switchman on yard engine 413, E. Davis, engineer, while pulling a pin at 1:30 A. M., in Jersey City yard, had second finger of right hand caught and badly crushed.



November 13th.—John Manion, age 48, crossing flagman, as some cars were being backed over Erie street crossing, Jersey City, at 1:10 A. M., he stepped back on track directly in front of the cars and was run over and received injuries from which he died the same day; engine 402, H. Vreeland, engineer.

November 19th.—Mrs. Maria Kauper, age 51, while picking coal along the track at 2:25 P. M., in Bergen yard, attempted to crawl under some cars that were being handled by yard engine 437, L. Goode, engineer; she was caught under the wheels and received injuries from which she died the same day.

November 22d.—E. W. Coyne, fireman, age 28, on engine 92, G. W. Morgan, engineer, while throwing a lump of coal in fire-box at 3:35 P. M., at Jersey City, had left thumb caught between the lump of coal and the fire-box door, badly bruising and bursting same.

November 24th.—Olaves Olsen, age 41, attempted to cross the tracks at Monmouth street, Jersey City, at 6:05 A. M., in front of extra train, engine 146, T. Jordan, conductor; J. Donnelly, engineer; he was struck and badly cut about the head and body. Bell was ringing at the time.

November 25th.—Michael Keegan, switchman, age 27, was found lying in Jersey City yard at 10:30 P. M. with his head cut and body badly bruised; he did not know what train or car had struck him.

December 1st.—John Morrissey, age 30, switchman on yard engine 410, C. Vreeland, engineer, while pulling a pin at 4:45 P. M., in Jersey City yard, had left forearm caught and badly bruised.

December 1st.—E. H. James, age 27, brakeman on yard engine 742, G. W. Brown, engineer, while pulling a pin at 10:30 A. M. in Jersey City yard, had right elbow caught and badly bruised.

December 3d.—G. Lippincott, age 57, attempted to cross the tracks at the west end of passenger-shed in Jersey City yard at 6:30 P. M. ahead of some coaches that were being backed into the depot by engine 431, J. B. Quackenbush, engineer; he was knocked down and badly cut about the head. The switchman who was on the head car hallooed to him, but he paid no attention.

December 4th.—Peter O'Neil, switchman, age 28, climbed on some cars handled by engine 406, S. Clark, engineer, at 5 P. M., in Jersey City yard; he struck against a switch shanty and was knocked down and run over, sustaining injuries from which he died the same night.

December 6th.—Fred. Smith, age 23, brakeman on extra train, engine 559, N. Kimblé, conductor; W. Nearpass, engineer, while making a coupling, using stick, at 8 P. M., at Bergen, had second and third fingers of left hand caught and badly bruised.

December 7th.—Unknown man, age about 45, while walking on the track at 8:48 A. M., at Bergen, was struck and instantly killed by train 24, engine 35, N. Decker, conductor; Wm. Early, engineer. Whistle was sounded, air-brakes applied and bell rung, but train could not be stopped in time to prevent striking him.

December 7th.—James E. Pine, switchman, age 39, on yard engine 434, C. Vreeland, engineer, while pulling a pin at 2:50 A. M. in Jersey City yard, had right hand caught and badly bruised.

December 16th.—George Baldwin, age 21, drove on track at Grove street, Jersey City, at 6:30 A. M., and was struck by train 503, engine 178, J. W. Hoffman, conductor; Geo. McKenna, engineer; he was thrown out and sustained severe contusions of back and left knee.

December 22d.—Michl. Cahill, laborer, age 38, attempted to run across the tracks in front of N. J. & N. Y. train 5, engine 5, at 7:20 A. M., in Jersey City yard; he was struck and received injuries from which he died the same day; no crossing at place of accident. J. C. Blauvelt, conductor; O. B. Doremus, engineer.

December 23d.—Gabriel H. Wetmore, age 23, brakeman on extra train, engine 742, J. Nolan, conductor; G. W. Brown, engineer, while placing link in draw-head of a car at 2:30 A. M. in Pen Horn yard, had right arm caught and badly squeezed near elbow joint.

December 28th.—Frank Cooney, age 29, conductor on extra train, engine 250, W. Kronk, engineer, while making a coupling at 5 A. M., at Bergen, the coupling pin flew up and struck him in the mouth, badly cutting his lip.

December 29th.—J. J. Tierney, age 30, switchman on yard engine 450, J. Donnelly, engineer, while pulling a pin at 9:45 A. M. in Jersey City yard, had thumb of right hand caught and crushed.

# PATERSON, NEWARK AND NEW YORK RAILROAD COMPANY.

## *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Paterson, Newark and New York Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in. ....	\$250,000 00
Bonded debt.....	500,000 00
Floating debt—None.	
Cost of road.....	\$545,433 29

The road extends from Paterson to Newark, a distance of ten and nine-tenths miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of \$35,000.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, ss.—Cortlandt Parker, being duly sworn, on his oath says that he is President of the Paterson, Newark and New York Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

**CORTLANDT PARKER.**

Sworn and subscribed before me this 14th day of January, A. D. 1893.

**GEO. E. GRANT,**  
Notary Public N. Y. City and County.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers .....	}	\$167,350 63
Income from freight.....		
Income from other sources.....		
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, including rental, \$35,000.....		\$127,995 09

Dividends paid during the year 1892, and how paid—None.

State of New York, City and County of New York, ss.—Augustus R. Macdonough, being duly sworn, says that he is the Secretary of the New York, Lake Erie and Western Railroad Company, lessee of the Paterson, Newark and New York Railroad, and that the foregoing statement of receipts and expenditures, and also the accompanying statement of accidents occurring during the year 1892 on that road, are true, according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn before me this 9th day of February, 1893.

GEO. E. GRANT,

Notary Public N. Y. City and County.

## ACCIDENTS.

May 6th.—J. M. Snook, aged 42, conductor on extra freight train, engine 553, engineer, G. A. Kronk, in attempting to get on a box car at 11:25 A. M., at Essex, he fell to the ground and had shoulders and chest badly bruised.

July 6th.—Robert Guy, age 27, brakeman on train 336, engine 539, O. McMahon, conductor; C. Caskey, engineer, in dropping a pin in draw-head of a car, at 5:45 P. M., at Essex, had first and second fingers of right hand caught and badly crushed.

September 2d.—Wm. J. Powers, age 31, fireman on train 136, engine 147, G. Carpenter, conductor; C. Clark, engineer, when train was rounding curve at South Paterson, at 10:17 A. M., he lost his balance and fell from tender of engine to the ground, sustaining injuries from which he died September 5th.

September 16th.—D. E. Richardson, age 26, brakeman on train 336, engine 509, M. Snook, conductor; W. Stidd, engineer, while making a coupling without using stick, at 7 P. M., at Essex, had right hand caught and badly crushed.

## PATERSON AND RAMAPO RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Paterson and Ramapo Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$298,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments (including cost of Union Railroad).....	\$350,000 00

The road extends from city of Paterson, northerly to New York and New Jersey State line, a distance of fourteen and four hundred and thirteen thousandths miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of \$26,500.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Passaic County, ss.—John Hopper, being duly sworn, on his oath says that he is Secretary and Treasurer of the Paterson and Ramapo Railroad Company and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN HOPPER.

Sworn and subscribed before me this 10th day of January, A. D. 1893.

ROBERT I. HOPPER,  
Master in Chancery of New Jersey.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers—None.

Income from freight—None.

Income from other sources—None.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies—None.

Dividends paid during the year 1892, and how paid—8 per cent., \$23,840, paid in cash.

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*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York, Lake Erie and Western Railroad Company, lessee of the Paterson and Ramapo Railroad, presents the following report for the year ending December 31st, 1892:

The road extends from Paterson, N. J., to the State line between Bergen county and the State of New York, a distance of fourteen and four hundred and thirteen thousandths miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of \$26,500.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, ss.—E. B. Thomas, being duly sworn, on his oath says that he is Vice President of the New York, Lake Erie and Western Railroad Company, lessee of the Paterson and Ramapo Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this 5th day of January, A. D. 1893.

GEO. E. GRANT,

Notary Public N. Y. City and County.



State of New York, City and County of New York, *ss.*—Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the accounts of the operations and of the earnings and expenditures of the Paterson and Ramapo Railroad are merged in the general accounts of the New York, Lake Erie and Western Railroad Company, the lessee, and that the accompanying statement of accidents occurring on the Paterson and Ramapo Railroad during the year ending the 31st day of December, 1892, is correct and true, to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn to before me this 27th day of January, 1893.

GEO. E. GRANT,

Notary Public N. Y. City and County.

#### ACCIDENTS

*During the year ending December 31st, 1892.*

January 9th.—A. J. Demarest, car cleaner, age 53, residence Paterson, in getting down from a car he had been cleaning, slipped and fell to the ground and had one rib broken. Accident happened at 7:45 P. M., at Waldwick.

March 4th.—John Demarest, age 27, switchman on yard train, engine 432, E. Harding, engineer, while making a coupling without using stick, at 1 A. M., at Hawthorne Heights, had two fingers on left hand caught and badly crushed.

March 22d.—James Whitten, age 22, switchman on yard engine 432, N. Briggs, engineer, while making a coupling without using stick, at 1:30 P. M., at Hawthorne, had right arm caught at elbow and badly squeezed.

April 5th.—George Dyon, brakeman, age 25, on extra freight train, engine 553, J. M. Snook, conductor; J. Walker, engineer, at 12:50 P. M., at West Paterson, while making a coupling without using stick, had right forearm caught and badly bruised.

April 9th.—James Harrison, age 7, went under the gates at River street, Paterson, at 1 P. M., and attempted to run across the tracks in front of train 111, engine 108, C. Whittaker, conductor; J. H. Hopper, engineer; he was struck and received injuries from which he died at 4:30 P. M. same day.

April 27th.—J. E. Travis, age 31, fireman on engine 306, J. V. Wilkin, engineer, when at Hawthorne, at 10 P. M., he slipped and fell from the engine down in the tender, badly bruising his back.

May 12th.—Geo. McClovy, aged 40, was found about one hundred and fifty feet west of River street, Paterson, at 11:30 P. M., with skull fractured and face crushed in; he died from his injuries on the 14th without having regained consciousness, and it is not known what train struck him.

May 22d.—W. McMillen Coulter, age 35, went under the gates at Market street crossing, Paterson, about 8:57 A. M., and walked on track directly in front of extra freight train, engine 188, J. S. Harden, conductor; J. S. Palmatier, engineer; he was struck and received injuries from which he died the same day. A number of people warned him not to cross, but he paid no attention. Proper signals were given for the crossing.

May 31st.—Wm. Spenow, aged 54, went under gates at Clay street crossing, Paterson, at 8:20 P. M., and attempted to cross in front of train 135, engine 82, C. J. Crane, conductor; J. W. Bogert, engineer; he was struck and received injuries from which he died the same day.

June 15th.—Felix Grimes, age 28, brakeman on extra train, engine 559, J. M. Snook, conductor; J. Drake, engineer, while pulling a pin, at 1:50 P. M., in Paterson yard, had left arm caught between bumpers and badly bruised.

June 22d.—Mrs. Harriet Sisco, while picking coal along the track at Undercliffe, at 6:25 A. M., was struck and instantly killed by train 304, engine 82, D. F. Schultz, conductor; J. W. Bogert, engineer. A west-bound train was passing at the time and she paid no attention to the approaching east-bound train. Proper danger signals were given.

July 21st.—Patk. Dillon, switchtender, age 42, stepped on track in front of some cars that were being switched near Essex street, Paterson, at 11:55 A. M., by yard engine 411, Geo. Cooper, engineer; he was run over and received injuries from which he died the same day.

July 30th.—Joseph Strobino, age 14, was found at 4 A. M., in Paterson yard, with both legs and right arm cut off, having been run over by some unknown train; he died from his injuries the same day.

August 17th.—Henry Wenecke, Jr., age 16, while at Hawthorne station, at 6:20 A. M., intending to take train 104, engine 188, J. M. Garrison, conductor; J. Palmatier, engineer, as that train pulled up to the station, he attempted to run across the tracks in front of the engine, when he stubbed his toe against the rail and fell; he was run over and instantly killed.

August 30th.—Frank W. Wood, age 42, brakeman on extra train, engine 249, C. Jennings, conductor; J. Harding, engineer, while making a coupling without using stick, at 5:35 P. M., at Paterson, had right forearm caught and badly bruised.

September 3d.—Wm. M. Green, age 40, a passenger on train 31, J. Van Duzer, conductor; C. Romaine, engineer, had two fingers of right hand slightly bruised, caused by window sash falling down when train had passed Paterson, at 4:38 P. M.

October 19th.—H. S. Kinne, age 50, station agent, attempted to run across the tracks in front of train 121, engine 126, C. I. Crane, conductor; Geo. Conklin, engineer, at 6:09 P. M., at Lake View; he was struck and knocked down, sustaining two scalp wounds and had body bruised.

October 22d.—Lizzie Kerner, age 11, while picking coal under one of the cars on the track at West Paterson, at 10:33 A. M., when cars were moved by yard engine 418, H. Harding, engineer, her right leg was caught under one of the wheels and so badly bruised that it had to be amputated.

October 22d.—Sigismund Cohen, age 25, went under the gates at Market street crossing, Paterson, at 9:58 A. M., and attempted to run

across the tracks in front of train 28, engine 322, A. McNeil, conductor; C. Sampson, engineer; he was struck and somewhat bruised about the right hip and thigh.

October 27th.—Richard Escher, age 60, went under the gates at River street, Paterson, at 7:15 P. M., to drive his dog from the track, and was struck by train 7, engine 327, T. Welch, conductor; J. Sullivan, engineer; he had his head badly cut, two ribs broken and right shoulder dislocated.

November 4th.—C. A. Peterson, age 25, brakeman on extra train, engine 162, J. Tyrrell, conductor; J. E. Cooney, engineer, after having pulled a pin, started to climb up ladder of one of the cars, when he lost his balance and fell down; he was run over and received injuries from which he died the same day. Happened at Cedar street, Paterson, at 4 A. M.

November 22d.—E. F. Unger, age 50, attempted to run across the tracks at the station crossing at Ramseys, at 10:21 A. M., in front of train 1, engine 324, M. Murphy, conductor; E. Kent, engineer; he was struck and instantly killed. Proper signals were given for the crossing and crossing bells were ringing.

November 23d.—John O'Brien, age 33, switchman on yard engine 411, L. Waterbury, engineer, while climbing up the outside ladder of a box car in Paterson yard, at 7:50 P. M., while car was in motion, he struck against Fuller's express building and was knocked from the car; he had both shoulder blades and right arm and ribs broken.

November 23d.—W. H. Hemmerle, age 27, brakeman on extra train, engine 251, G. H. Halstead, conductor; H. Stearns, engineer, while setting a brake on a coal car the brake staff broke, causing him to fall back in the car, somewhat bruising his right shoulder. Accident happened at 12:10 A. M., at Waldwick.

December 13th.—Peter Anderson, age 62, while walking on the track, intoxicated, at 4:50 P. M., at Ridgewood, was struck and instantly killed by extra train, engine 274, C. Jennings, conductor; C. Hanners, engineer. Whistle was sounded and bell rung, but he paid no attention.

## PENNSYLVANIA, POUGHKEEPSIE AND BOSTON RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Pennsylvania, Poughkeepsie and Boston Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$2,000,000 00
Bonded debt.....	2,000,000 00
Floating debt.....	1,459,436 45
Cost of road and equipments .....	\$5,459,436 45
Dividends paid during the year 1892, and how paid—None.	

The road extends from Slatington, Pa., to Campbell Hall, N. Y., a distance of ninety-five and four-hundredths miles.

### RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$12,090 49
Income from freight.....	175,383 87
Income from other sources.....	3,099 50
Total .....	\$190,573 86
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$217,280 37

State of Pennsylvania, Philadelphia County, ss.—E. J. Fallon, Auditor, being duly sworn, on his oath says that he is Auditor of the Pennsylvania, Poughkeepsie and Boston Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

E. J. FALLON.

Sworn and subscribed before me this 7th day of April, A. D.  
1893.

**MORRIS R. BOCKIUS,**

Notary Public.

**ACCIDENTS.**

None in New Jersey involving personal injury.

## PERTH AMBOY AND RARITAN RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Perth Amboy and Raritan Railway Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in. ....	\$12,000 00
Floating debt. ....	10,560 49
Cost of road and equipments... ..	\$22,560 49

Dividends paid during the year 1892, and how paid—None.

## REMARKS.

Road is still in process of construction, and when completed will be about five and seven-tenths miles in length.

State of Pennsylvania, Philadelphia County, ss.—David G. Baird, being duly sworn, on his oath says that he is Secretary of the Perth Amboy and Raritan Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

D. G. BAIRD.

Sworn and subscribed before me this 23d day of February, A. D. 1893.

J. F. SCHAPERKOTTER,

A Commissioner of Deeds for New Jersey in Pennsylvania.

# PERTH AMBOY AND WOODBRIDGE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Perth Amboy and Woodbridge Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in .....	\$228,400 00
Bonded debt.....	100,000 00
Floating debt—None.	
Cost of road and equipments.....	\$346,439 43

The road extends from Rahway, N. J., to Perth Amboy, N. J., a distance of six and forty-hundredths miles.

It is operated by the Pennsylvania Railroad Company, by virtue of certain resolutions adopted by each company, which provide that said Pennsylvania Railroad Company shall operate the road, and, after deducting from the gross receipts all proper operating expenses and customary charges for the use of rolling stock, pay over any moneys remaining to the Treasurer of said Perth Amboy and Woodbridge Railroad Company.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, ss.—J. S. Vanzandt, being duly sworn, on his oath says that he is Treasurer of the Perth Amboy and Woodbridge Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. S. VANZANDT,

Treasurer.



Sworn and subscribed before me this 10th day of February, A. D.  
1893.

HUGH B. ELY,

M. C. C. State of New Jersey.

RECEIPTS AND EXPENSES FOR 1892.

Income from passengers .....	\$66,394 63
Income from freight .....	66,783 22
Income from other sources.....	4,204 69
Total .....	<u>\$137,382 54</u>
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$69,765 76
Dividends paid during the year 1892, and how paid—None.	

## PHILADELPHIA AND LONG BRANCH RAILROAD COMPANY.

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*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Philadelphia and Long Branch Railroad Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$765,000 00
Bonded debt.....	750,000 00
Cost of road and equipments.....	\$1,539,222 83

The road extends from Birmingham, N. J., to New Lisbon, N. J., Island Heights Junction to Bay Head Junction, Brown's Mills-in-the-Pines to Island Heights, N. J., a distance of forty-nine and eleven-hundredths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of excess of receipts over expenses.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, ss.—W. H. Wilson, being duly sworn, on his oath says that he is President of the Philadelphia and Long Branch Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. WILSON.

Sworn and subscribed before me this 13th day of February, A. D. 1893.

HUGH B. ELY,  
M. C. C. State of New Jersey.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$58,290 43
Income from freight.....	20,121 37
Income from other sources.....	5,530 70
Total.....	<hr/> \$83,942 50
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$128,086 96
Dividends paid during the year 1892, and how paid—None.	

**PHILADELPHIA, MARLTON AND MEDFORD  
RAILROAD COMPANY.**

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Philadelphia, Marlton and Medford Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$102,900 00
Bonded debt.....	100,000 00
Cost of road and equipments.....	\$169,983 73

The road extends from Haddonfield, N. J., to Medford, N. J., a distance of eleven and seventy-one hundredths miles.

It is leased to the Camden and Atlantic Railroad Company at an annual rental of total earnings in excess of expenses.

It is equipped and operated by the Camden and Atlantic Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, ss.—G. B. Roberts, being duly sworn, on his oath says that he is President of the Philadelphia, Marlton and Medford Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

G. B. ROBERTS.

Sworn and subscribed before me this 10th day of February, A. D. 1893.

HUGH B. ELY,  
M. C. C. State of New Jersey.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$13,102 08
Income from freight .....	6,604 77
Income from other sources.....	10,349 08
Total .....	<hr/> \$30,055 93
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$21,200 20
Dividends paid during the year 1892, and how paid—None.	

## PORT READING RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Port Reading Railroad Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$1,565,000 00
Bonded debt.....	1,500,000 00
Cost of road and equipments... ..	\$1,565,000 00
Dividends paid during the year 1892, and how paid—None.	

The road extends from Port Reading Crossing to Arthur Kill, a distance of twenty miles.

## RECEIPTS AND EXPENSES FOR 1892.

Income from freight.....	\$49,254 41
Total .....	\$49,254 41
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$37,305 49

State of Pennsylvania, Philadelphia County, ss.—D. Jones, being duly sworn, on his oath says that he is Comptroller of the Port Reading Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

D. JONES,

Sworn and subscribed before me this 8th day of March, A. D. 1893.

C. K. KLINK,

A Commissioner of Deeds for New Jersey

Residing in the City of Philadelphia, Pa.

**ACCIDENTS.**

None.

## PITTSTOWN BRANCH RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Pittstown Branch Railway Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in. ....	\$8,000 00
Floating debt.....	50,245 72
Cost of road and equipments.....	\$58,245 72
Dividends paid during the year 1892, and how paid—None.	

The road extends from Landsdown, N. J., to Pittstown, N. J., a distance of three and ninety-seven hundredths miles.

## REMARKS.

This road is operated by the Philadelphia and Reading Railroad Company, lessee of Lehigh Valley Railroad, as a branch of the Easton and Amboy Railroad, and all earnings and expenses are included in report of that company.

State of Pennsylvania, Philadelphia County, *ss.*—David G. Baird, being duly sworn, on his oath says that he is Secretary of the Pittstown Branch Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1893, are correct and true, to the best of his knowledge and belief.

D. G. BAIRD.

Sworn and subscribed before me this 23d day of February, A. D. 1893.

J. F. SCHAPERKOTTER,

A Commissioner of Deeds for New Jersey in Pennsylvania,



## RARITAN RIVER RAILROAD COMPANY.

### *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Raritan River Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$385,000 00
Bonded debt.....	250,000 00
Floating debt.....	18,200 00
Cost of road and equipments.....	\$632,262 80
Dividends paid during the year 1892, and how paid—None.	

The road extends from South Amboy to New Brunswick, a distance of twelve miles.

#### RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$18,577 00
Income from freight .....	29,575 58
Income from other sources.....	2,090 77
<b>Total.....</b>	<b>\$50,243 35</b>
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies .....	\$39,331 63

State of New Jersey, Hudson County, *ss.*—Frank H. Earle, being duly sworn, on his oath says that he is President of the Raritan River Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

FRANK H. EARLE.

Sworn and subscribed before me this 13th day of March, A. D. 1893.

JNO. H. PABLER,

Notary Public, New Jersey.

## ACCIDENTS.

November 8th.—Patrick Saunders, a trespasser on the tracks of the company, fell from bridge into a boat, at South River, breaking his neck. Supposed to have been intoxicated.

November 11th.—M. J. Hussey, conductor, arm slightly hurt while coupling cars. Conductor, M. J. Hussey; engineer, Fredk. Bissett.

## RICHLAND AND PETERSBURG RAILROAD COMPANY.

### *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Richland and Petersburg Railroad Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$230,000 00
Bonded debt.....	230,000 00
Cost of road and equipments.....	\$450,405 91

The road extends from Richland, N. J., to Seaville, N. J., a distance of twenty-two and four-hundredths miles.

It is leased to the West Jersey Railroad Company at an annual rental of excess of earnings over expenses.

It is equipped and operated by the West Jersey Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Camden County, ss.—W. J. Sewell, being duly sworn, on his oath says that he is President of the Richland and Petersburg Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. J. SEWELL.

Sworn and subscribed before me this 11th day of February, A. D. 1893.

HUGH B. ELY,  
M. C. C. State of New Jersey.

## RECEIPTS AND EXPENSES FOR 1892.

*June to December, 1892 (inclusive).*

Income from passengers.....	\$1,112 70
Income from freight.....	824 31
Income from other sources.....	112 45
Total.....	<hr/> \$2,049 46
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$7,289 10
Dividends paid during the year 1892, and how paid—None.	

## ROCKAWAY VALLEY RAILROAD COMPANY.

### *To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Rockaway Valley Railroad Company presents the following report for the year ending December 31st, 1892:

Capital stock—Nothing paid in; it is all water .....	\$187,100 00
Bonded debt.....	189,200 00
Floating debt.....	3,500 00
Cost of road and equipments.....	\$78,650 00
Dividends paid during the year 1892—No dividend has ever been paid, neither has any interest been paid on the bonds.	

The road extends from White House to Peapack, a distance of eleven and fifty-five hundredths miles

### RECEIPTS AND EXPENSES FOR 1892.

Income from passengers .....	\$3,595 32
Income from freight.....	13,614 41
Income from other sources.....	800 00
Total.....	\$18,009 73
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..	\$13,200 00

### REMARKS.

The surplus earnings have been used in extending the road in the direction of Morristown, N. J.

The road having been built mainly by local aid along the line, few, if any, expect interest on their bonds for some time.

State of New Jersey, Hunterdon County, ss.—James H. Sayre, being duly sworn, on his oath says that he is Secretary of the Rocka-

way Valley Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

**JAMES H. SAYRE.**

Sworn and subscribed before me this 14th day of March, A. D. 1893.

**M. L. McCREA,**

Commissioner of Deeds.

#### **ACCIDENTS**

Three of our employes have sustained injuries to their hands in coupling cars, but the wounds were soon healed. Beyond this we have had no accidents.

## ROCKY HILL RAILROAD AND TRANSPORTATION COMPANY.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Rocky Hill Railroad and Transportation Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$45,600 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments.....	\$45,654 14

The road extends from Rocky Hill to Monmouth Junction, a distance of six and seven-thousandths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of six per cent., payable as dividends to stockholders June 1st and December 1st of each year.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, ss.—F. Wolcott Jackson, being duly sworn, on his oath says that he is President of the Rocky Hill Railroad and Transportation Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. WOLCOTT JACKSON.

Sworn and subscribed before me this 9th day of February, A. D. 1893.

LEROY H. ANDERSON,  
M. C. C.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$2,304 57
Income from freight.....	2,548 85
Income from other sources.....	298 00
Total.....	<hr/> \$5,144 42
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$12,051 53
Dividends paid during the year 1892, and how paid—Six per centum on capital stock, paid half yearly by Pennsylvania Railroad Com- pany, lessee.	



## SUSSEX RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Sussex Railroad Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$1,638,800 00
Bonded debt.....	236,500 00
Floating debt—None.	
Cost of road and equipments.....	\$1,883,553 63
Dividends paid during the year 1892, and how paid—None.	

The road extends from Waterloo to Branchville and Franklin, a distance of twenty-nine and fifty-two hundredths miles.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$30,945 70
Income from freight.....	62,495 58
Income from other sources.....	20,064 14
Total.....	\$113,505 42
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$92,013 37

State of New York, New York County, ss.—Frederick H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Sussex Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

FRED. H. GIBBENS.

Sworn and subscribed before me this 8th day of February, A. D. 1893.

LUDWIG R. MILLER,  
Commissioner for the State of New Jersey in New York.

ACCIDENTS.

September 17th.—Wm. McPeck, fireman ; collision ; killed.

November 26th.—John McCloskey, brakeman ; coupling ; thumb crushed.

## TOMS RIVER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Toms River Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$240,000 00
Cost of road and equipments at foreclosure sale.....	\$15,000 00
Cost of equipments since added.....	1,334 71
	<hr/> \$16,334 71

The road extends from Manchester to Toms River, a distance of seven and fifty-seven hundredths miles.

State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Toms River Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 27th day of February, A. D. 1893.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

## RECEIPTS AND EXPENSES FOR 1892.

The receipts and expenses for 1892 are included in the receipts and expenses of the New Jersey Southern Railway Company. No separate account of the same was made.

Dividends paid during the year 1892, and how paid—None.

## ACCIDENTS.

Included in the report of the New Jersey Southern Railway Company, if any.

## TOMS RIVER AND WARETOWN RAILROAD COMPANY.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Toms River and Waretown Railroad Company presents the following report for the year ending December 31st, 1892 :

Purchased at foreclosure.....	\$25,000 00
Indebtedness assumed.....	30,000 00
Extension to Barnegat .....	20,000 00
Cost of road and equipments.....	\$75,000 00

The road extends from Toms River to Barnegat, a distance of fourteen and seventy-one hundredths miles.

NOTE.—The above road was conveyed subsequent to January 1st, 1893, to the Toms River and Barnegat Railroad Company, under a contract made prior to that time, as of November 1st, 1892.

It was equipped and operated by the New Jersey Southern Railway Company, and the further information required by law is furnished by that company.

State of New Jersey, Ocean County, ss.—John Aumack, being duly sworn, on his oath says that he is one of the former owners of the Toms River and Waretown Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN AUMACK.

Sworn and subscribed before me this 1st day of March, A. D. 1893.

ALBERT C. MARTIN,

Notary Public of New Jersey.

**RECEIPTS AND EXPENSES FOR 1892.**

The receipts and expenses for 1892 are included in the receipts and expenses of the New Jersey Southern Railway Company.

**ACCIDENTS**

Included in the report of the New Jersey Southern Railway Company, if any.

## TUCKERTON RAILROAD COMPANY OF NEW JERSEY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Tuckerton Railroad Company of New Jersey presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$550,991 54
Bonded debt.....	99,882 50
Floating debt.....	14,000 00
Cost of road and equipments.....	\$664,874 04

The road extends from Whiting to Tuckerton, a distance of twenty-nine miles.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$24,379 96
Income from freight.....	22,086 03
Income from other sources.....	7,921 38
Total.....	\$54,387 37
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$51,439 94

State of Pennsylvania, Philadelphia County, ss.—Samuel Ashhurst, being duly sworn, on his oath says that he is President of the Tuckerton Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

SAMUEL ASHHURST,

President.

Sworn and subscribed before me this 4th day of January, A. D.  
1893.

JOS. B. WILLITS,  
Commissioner for the State of New Jersey  
Residing in the City of Philadelphia.

## UNITED NEW JERSEY RAILROAD AND CANAL COMPANY.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the United New Jersey Railroad and Canal Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$21,240,400 00
Bonded debt.....	20,000,000 00
Floating debt—None.	
Cost of road and equipments.....	\$45,238,713 87

The road extends from Camden to Amboy, and from Trenton to Jersey City, with branches, a distance of four hundred and forty-nine and ninety-seven hundredths miles, and also the canal from Bordentown to New Brunswick, forty-four miles, and the feeder, twenty-two miles, in all a distance of sixty-six miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of ten per centum on its capital stock and the interest on its bonds.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law as furnished by that company, is annexed hereto.

State of New Jersey, *ss.*—Robert F. Stockton, being duly sworn, on his oath says that he is President of the United New Jersey Railroad and Canal Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

R. F. STOCKTON,



Sworn and subscribed before me this 9th day of March, A. D. 1893.

LEROY H. ANDERSON,

M. C. C.

RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$7,828,483 78
Income from freight .....	9,752,600 93
Income from other sources.....	1,938,354 63
Total .....	<u>\$19,519,439 34</u>
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	15,135,949 88
	<u>\$4,383,489 46</u>
Dividends paid during the year 1892, and how paid—Ten per centum on capital stock, paid quarterly by the Pennsylvania Railroad Company, lessees.	

ACCIDENTS—NEW YORK DIVISION.

*Persons struck by passing trains and killed while walking or standing  
on the track.*

January 2d.—John Dillon and Frederick Whitehead, at North Elizabeth. G. W. Brown, conductor; W. F. Conk, engineman.

March 18th.—An unknown man, at Lawrence. W. J. Costigan, conductor; F. Farrell, engineman.

April 26th.—John Williams, at Rahway. J. F. Burrage, conductor; W. F. Conk, engineman.

May 21st.—An unknown man, at Menlo Park. H. W. Feaster, conductor; H. Higgins, engineman.

May 22d.—Jacob Bossert, at Linden. G. W. Brown, conductor; C. H. Swem, engineman.

June 22d.—Francis Garrin, at Newark. B. F. Cahill, conductor; G. Parks, engineman.

July 6th.—Fred. Kruder, at Rahway. James Beach, conductor; D. W. Kerr, engineman.

August 2d.—Ameai Shamai, at Rahway. J. McLaughlin, conductor; E. W. Cubberly, engineman.

August 27th.—Gustave Peter, at Menlo Park. J. P. Read, conductor ; L. Wilkinson, engineman.

September 18th.—An unknown man, at Monmouth Junction. A. N. Ritter, conductor ; I. D. Fry, engineman.

October 4th.—An unknown man, at Marion. William Kennedy, conductor ; F. Barber, engineman.

October 8th.—Michael Furlong and Mrs. Michael Furlong, at New Brunswick. A. F. Waters, conductor ; E. Wright, engineman.

October 27th.—An unknown man, at Trenton. F. Farber, conductor ; A. Vandegrift, engineman.

November 11th.—W. A. McGowan, at Meadows. J. H. Lanning, conductor ; T. Smith, engineman.

December 17th.—An unknown man, at Meadows. G. W. Dale, conductor ; C. H. Swem, engineman.

December 22d.—An unknown man, at Lawrence. Charles Johnson, conductor ; John Bender, engineman.

*Persons struck by passing trains and injured while walking or standing on the track.*

January 8th.—George Quires or Walters, slightly injured at Elizabeth. Charles Johnson, conductor ; D. W. Kerr, engineman.

February 27th.—Jacob Leifer, fatally injured at Newark. D. Henshaw, conductor ; H. O. Ketchledge, engineman.

March 17th.—Thomas Hester, slightly injured at Jersey City. J. Barry, conductor ; J. H. Mason, engineman.

April 10th.—Robert Dansbury, slightly injured at Millham Junction. George Arnet, conductor ; M. Riley, engineman.

April 22d.—John Keegan or Richard Devlin, slightly injured at Jersey City. F. Smith, conductor ; J. W. Boice, engineman.

May 19th.—Herman Bauman or Posner, slightly injured at Jersey City. J. Barry, conductor ; C. Creevey, engineman.

May 29th.—Daniel Simpson, slightly injured at East Brunswick. C. B. Kendig, conductor ; M. Lee, engineman.

June 30th.—Michael Shenski, slightly injured at Long Branch Junction. R. Tharp, conductor ; E. Carr, engineman.

August 4th.—Henry Davis (colored), slightly injured at Newark. E. L. Titus, conductor ; G. Woolsey, engineman.

September 3d.—Richard Kane, severely injured at Millham Junction. A. F. Waters, conductor ; G. H. Claflin, engineman.

September 29th.—W. F. Sanders, severely injured at Stelton. T. A. Brooks, conductor ; T. C. Smith, engineman.

October 3d.—Robert Finn, severely injured at Long Branch Junction. L. P. Booz, conductor ; Thomas Smith, engineman.

October 4th.—Henry Rudolph, severely injured at Marion. William Messer, conductor ; J. A. Willitts, engineman.

October 6th.—J. H. Conover, slightly injured at Jersey City. J. A. Vrooman, conductor ; A. Schoner, engineman.

*Persons killed or injured in attempting to get off or on moving trains.*

January 5th.—William F. Fisher, slightly injured at New Brunswick. G. K. Deane, conductor ; E. O. Page, engineman.

February 6th.—William Stephens, slightly injured at Rahway. J. H. Lanning, conductor ; T. Smith, engineman.

February 8th.—William Freiteg, fatally injured at Rahway. I. F. Arnold, conductor ; E. F. Rowe, engineman.

February 10th.—Edward Gammell, slightly injured at Trenton. B. H. Street, conductor ; C. H. Black, engineman.

February 24th.—Leah Jacobs, slightly injured at Jersey City. H. F. Lander, conductor ; C. Naimby, engineman.

February 24th.—Daniel Ryan, slightly injured at Jersey City.  
— — —, conductor ; — — —, engineman.

March 21st.—John Wertz (boy), severely injured at Harrison. J. A. Foster, conductor ; O. A. Shipley, engineman.

March 22d.—Thomas Alexander, severely injured at Rahway. W. Edney, conductor ; H. P. Nealis, engineman.

April 3d.—Alejo Techia, slightly injured at Newark. Frank Farber, conductor ; C. Naimby, engineman.

April 4th.—Dr. A. Knenstock, slightly injured at Jersey City. C. W. Parks, conductor ; J. A. Van Nuys, engineman.

June 2d.—An unknown man, slightly injured at Elizabeth. R. W. Atkinson, conductor ; R. Schuchardt, engineman.

June 17th.—John Santy, slightly injured at Stelton. E. B. Dalrymple, conductor ; W. H. Lewis, engineman.

June 26th.—James Kelly, severely injured at Newark. H. D. Danenhour, conductor ; H. A. Mitchell, engineman.

July 2d.—John Costigan, slightly injured at Trenton. W. H. Merritt, conductor ; T. Towell, engineman.

July 3d.—Mrs. McCane, slightly injured at Newark. T. A. Brooks, conductor ; G. W. Bishop, engineman.

July 8th.—J. R. Deane, slightly injured at Jersey City. W. W. Branson, conductor ; P. Schaller, engineman.

July 13th.—Mrs. Agnes Kamriski, slightly injured at Marion. F. E. Wyckoff, conductor ; J. A. Van Nuys, engineman.

July 13th.—John Jordan, slightly injured at Newark. C. Campbell, conductor ; C. Naimby, engineman.

July 24th.—John Banner, slightly injured at Newark. W. A. Boulton, conductor ; W. H. Gordon, Jr., engineman.

August 10th.—Adam Neubeck, slightly injured at Newark. A. L. Bailey, conductor ; G. V. Plant, engineman.

August 23d.—Thomas McGrath, slightly injured at Woodbridge. William Ruoff, conductor; H. F. Sanford, engineman.

August 23d.—John Brady, severely injured at Newark. J. R. Cornell, conductor; G. H. Seward, engineman.

August 26th.—James Holland, slightly injured at New Brunswick. J. R. Cornell, conductor; J. P. Freeman, engineman.

September 1st.—Mrs. H. J. Weldon, slightly injured at Newark. B. C. White, conductor; J. A. Van Nuya, engineman.

September 3d.—J. Benson, slightly injured at Newark. R. Buggy, conductor; T. C. Smith, engineman.

September 9th.—Jose Marketi, slightly injured at Jersey City. J. S. Buckley, conductor; J. M. Cook, engineman.

September 12th.—An unknown man slightly injured at South Elizabeth. W. A. Boulton, conductor; W. B. Gurney, engineman.

September 13th.—Thomas Hatton, slightly injured at Trenton. W. J. Costigan, conductor; C. Lynch, engineman.

September 22d.—Dominico Ano, slightly injured at Newark. J. Fitzgerald, conductor; W. P. Garabrant, engineman.

September 22d.—John Green (colored), slightly injured at Waverly. T. J. Thomas, conductor; G. W. Bishop, engineman.

September 26th.—G. G. Schoenlank, slightly injured at Newark. F. E. Wyckoff, conductor; W. B. Gurney, engineman.

September 29th.— — Metz, slightly injured at Jersey City. W. A. Boulton, conductor; W. B. Gurney, engineman.

October 11th.—An unknown man slightly injured at Newark. J. F. P. Williams, conductor; T. B. Jones, engineman.

October 16th.—John Juler, slightly injured at Newark. F. Farber, conductor; W. Baldwin, engineman.

October 21st.—Benjamin Smith, severely injured at Newark. J. H. Lanning, conductor; C. Naimby, engineman.

October 25th.—An unknown man slightly injured at Lawrence. W. T. Bailey, conductor ; C. Lynch, engineman.

November 7th.—John Houseman, slightly injured at Linden. O. W. Hoff, conductor ; R. K. Stackhouse, engineman.

December 4th.—Philip Rosin, slightly injured at Jersey City. W. W. Terry, conductor ; J. W. Maloney, engineman.

December 12th.—Isaac Thomas, slightly injured at Perth Amboy Junction. C. Campbell, conductor ; C. Naimby, engineman.

December 18th.—Joseph Lenst, slightly injured at New Brunswick. W. H. Burroughs, conductor ; W. Keefe, engineman.

December 22d.—M. J. Keogh, slightly injured at Jersey City. J. R. Cornell, conductor ; W. H. Gordon, Jr., engineman.

December 24th.—Joseph Longstein, slightly injured at Jersey City. T. A. Brooks, conductor ; I. A. Van Pelt, engineman.

*Persons found killed or injured lying alongside of the tracks, supposed to have been struck by passing trains, or by attempting to jump off or on moving trains. Circumstances, what train, what conductor and engineman, unknown.*

February 14th.—An unknown man, found dead at Millham Junction.

March 22d.—William Davis, found dead at Princeton Junction.

April 6th.—Sebastian More, slightly injured at Waverly.

April 24th.—Aldernardo De Sabio, found dead at Rahway.

April 24th.—An unknown man, found dead at Millham Junction.

July 17th.—M. S. Clark, slightly injured at Lawrence.

August 20th.—John Mooney, found dead at Spa Springs.

August 28th.—John P. Miller, slightly injured at Rahway.

September 4th.—John Locke, severely injured at Meadows.

September 7th.—An unknown man, found dead near Hackensack river bridge, Jersey City.

September 28th.—P. J. Nolan, found dead at Jersey City.

October 25th.—George Walker, severely injured at Trenton.

November 10th.—Alfred Frencil, slightly injured at Waverly.

November 16th.—Daniel O'Brien, severely injured at Jersey City.

December 5th.—Michael Neliss or Harvey, severely injured at Stelton.

December 6th.—James White, severely injured at Millham Junction.

December 7th.—An unknown man, fatally injured at Monmouth Junction.

December 25th.—An unknown man, fatally injured at Marion.

*Persons killed or injured by moving trains while crossing the tracks.*

January 13th.—Thomas Eagan, slightly injured at Jersey City.  
—— —, conductor; G. W. Bishop, engineman.

February 27th.—Mrs. Mary Huey, killed at Elizabeth. F. D. Swain, conductor; E. W. Killey, engineman.

March 2d.—Joseph Watson, killed at Newark. James Beach, conductor; J. A. Willitts, engineman.

April 26th.—Michael H. Barry, killed at Harrison. J. H. Lanning, conductor; G. W. Bishop, engineman.

May 24th.—John Breitweiser, slightly injured at Harrison. A. V. Bergen, conductor; G. H. Seward, engineman.

July 9th.—Andrew Swanstock, killed, and Mathew Twalb, slightly injured, at South Trenton. H. D. Danenhour, conductor; T. J. Quintin, engineman.

July 10th.—Nicholas Stobbe, severely injured at New Brunswick. J. E. Field, conductor ; B. M. Lupton, engineman.

July 20th.—John Byrnes, fatally injured, Clifford Garrison (boy), and Joseph Garrison (boy), killed, at Harrison. Thomas Gallagher, conductor ; I. A. Van Pelt, engineman.

July 22d.—Emanuel Horowitz (boy), killed at Newark. F. D. Swain, conductor ; F. Farrell, engineman.

August 10th.—William Pippin and Harcourt Payran, killed at Lawrence. J. H. Riddle, conductor ; B. F. Thompson, engineman.

August 11th.—George Kries, fatally injured at Newark. J. H. Lanning, conductor ; C. Naimby, engineer.

August 15th.—John Long, slightly injured at New Brunswick. A. N. Ritter, conductor ; J. C. Currie, engineman.

August 17th.—Christian P. Bigum (boy), slightly injured at Jersey City. H. S. Allen, conductor ; W. Middlesworth, engineman.

August 24th.—Samuel Tidey (boy), severely injured at Newark. G. W. Brown, conductor ; W. Furman, engineman.

August 25th.—John Smith, slightly injured at Stelton. M. Cannon, conductor ; E. Reynolds, engineman.

September 3d.—Robert Kearns, severely injured at Trenton. J. F. P. Williams, conductor ; E. W. Cubberly, engineman.

September 5th.—Lizzie Straub, killed at Rahway. W. A. Boulton, conductor ; W. H. Gordon, engineman.

September 9th.—Thomas H. Crossley, fatally injured at Millham Junction. A. L. Bailey, conductor ; B. A. Larrison, engineman.

September 22d.—G. Lambergreyer, severely injured at Newark. M. H. Garrigan, conductor ; L. D. Morrison, engineman.

September 26th.—James Powers, slightly injured at Trenton. ———, conductor ; ———, engineman.



September 26th.—Henry Herman, slightly injured at Elizabeth. J. K. Bready, conductor ; M. Lee, engineman.

October 4th.—James E. Coleman (colored), fatally injured at New Brunswick. William Kennedy, conductor ; F. Barber, engineman.

October —.—Albert Denkee, killed at Elizabeth. A. N. Ritter, conductor ; S. W. Pine, engineman.

November 14th.—Mrs. Tobin, slightly injured at Newark. C. W. Parks, conductor ; J. A. Van Nuys, engineman.

December 2d.—Ethan D. Stiles, killed at Newark. J. W. Chandler, conductor ; J. Ryan, engineman.

December 13th.—John Curran, killed at Newark. W. P. Lawrence, conductor ; G. Labar, engineman.

December 25th.—Henry Schmidt, killed at Newark. H. G. Allen, conductor ; T. Lawlor, engineman.

*Persons other than employes killed or injured in other ways than as above stated.*

January 7th.—Miss Nellie Walker, slightly injured by being struck by a United States mail pouch that was thrown from a moving train at Rahway. E. C. Cline, conductor ; D. W. J. Mahoney, engineman.

January 11th.—Herman Dieke, severely injured while attempting to cross over the platforms of moving freight cars at Jersey City. P. Burke, conductor ; J. Capner, engineman.

January 19th.—Miss Susie McCormick, slightly injured by being struck by a United States mail pouch that was thrown from a moving train at Rahway. H. J. Smith, conductor ; W. E. Keefe, engineman.

January 20th.—H. V. Wagoner, slightly injured by his foot being caught between platforms of cars at Rahway. F. E. Wyckoff, conductor ; G. Skirm, engineman.

January 23d.—An unknown man slightly injured by a car door closing on his hand at Newark. W. A. Boulton, conductor; J. P. Freeman, engineman.

February 4th.—Mrs. Amelia Steafel, slightly injured by falling at Jersey City.

February 4th.—Joseph K. Fox, fatally injured by being caught between the transfer steamer Maryland and float bridge at Jersey City.

February 10th.—F. Berwith, slightly injured by a runaway team that was frightened by a train at Jersey City. John Boyle, conductor; G. Gillen, engineman.

February 13th.—J. E. Meagher, slightly injured by a United States mail pouch that was thrown from a moving train at Rahway. A. L. Bailey, conductor; C. H. Swem, engineman.

February 17th.—Mrs. Maria Johnson, slightly injured by falling over a United States mail pouch that was lying on the station platform, while boarding a train at Newark. G. W. Brown, conductor; W. Furman, engineman.

February 19th.—An unknown woman, slightly injured by her hand being caught between a door and casing of waiting-room at Newark.

March 7th.—Roswell P. Bishop, fatally injured while stealing a ride on a freight train at Jersey City. T. Stackhouse, conductor; W. Rankin, engineman.

March 17th.—F. W. Coyne, slightly injured by his hand being caught between a car door and casing at South Elizabeth. J. R. Cornell, conductor; G. B. Taylor, engineman.

March 19th.—Charles Wood, slightly injured by falling and striking his head against a seat frame of a car at Menlo Park. J. Brown, conductor; R. K. Stackhouse, engineman.

March 23d.—James Monahan, slightly injured while stealing a ride on a freight train at Waverly. J. Stevens, conductor; A. W. Denton, engineman.

March 24th.—Mrs. Jenkins, slightly injured while attempting to cross the bridge over the Raritan river at New Brunswick.

March 28th.—Thomas A. Appleget, slightly injured by falling, while walking on the track at Newark.

March 31st.—Frank Pferberger, killed while stealing a ride on a freight train at Franklin Park. F. Cooper, conductor; J. W. Nesbit, engineman.

March 31st.—Alfred Snook, slightly injured while crossing the platforms of moving cars at Monmouth Junction. T. Dempsey, conductor; L. Bates, engineman.

March 31st.—Otto Helokens, slightly injured while stealing a ride on a freight train at Meadows. H. S. Allen, conductor; C. H. Blumer, engineman.

April 8th.—Annie Holden, slightly injured by falling at Jersey City.

April 15th.—John Haley, slightly injured by falling into a shute of a coal trestle at Jersey City.

April 19th.—J. W. Farmer, slightly injured by a car door closing on his hand at Newark. William Messer, conductor; G. H. Morrison, engineman.

April 26th.—Charles Smith, slightly injured; Frank Greenwell, severely injured, and an unknown man killed while stealing a ride on a freight train at Monmouth Junction. A. R. Michaels, conductor; G. Parks, engineman.

April 30th.—Owen Hammel, slightly injured by being struck by a tool box, thrown from the shoulder of another man by a train at Harrison. J. H. Lanning, conductor; G. W. Bishop, engineman.

May 5th.—John Vanzant, slightly injured by falling at Jersey City.

May 7th.—Joseph Carney, slightly injured while stealing a ride on a freight train at Monmouth Junction. C. West, conductor; B. Eshelman, engineman.

May 8th.—Paul H. Azagat, slightly injured by a car door closing on his hand at Trenton. William Kennedy, conductor; T. H. Cadell, engineman.

May 16th.—L. L. McManus (child), slightly injured by a car window falling on his hand between Elizabeth and Newark. J. K. Bready, conductor; M. Lee, engineman.

May 23d.—E. Kelley, slightly injured while stealing a ride on a freight train at Stelton. W. B. Fenton, conductor; J. Meaney, engineman.

May 23d.—Albert Shultz, slightly injured by falling at Jersey City.

May 24th.—Stephen Trout, severely injured while stealing a ride on a freight train at South Elizabeth. W. Ludlow, conductor; J. B. Fagan, engineman.

May 29th.—William B. Cobb, slightly injured by his hand being caught by a car door at Newark. E. E. Bossert, conductor; H. Higgins, engineman.

June 7th.—John S. Darcy, slightly injured by his hand being caught by a car door at Newark. J. Brown, conductor; S. Simpson, engineman.

June 7th.—John Jones (colored), severely injured while stealing a ride on a freight train at Trenton. F. Cooper, conductor; J. W. Nesbit, engineman.

June 11th.—Angelo Cifelli, severely injured by being struck by a car at Harrison. G. Huncke, conductor; J. H. Mason, engineman.

June 25th.—John Wisner, slightly injured by breaking a window glass of a car at Elizabeth. F. D. Swain, conductor; G. Vanarsdale, engineman.

July 1st.—David Wecher, slightly injured while stealing a ride on a freight train at New Brunswick. C. H. Rich, conductor; C. F. Scull, engineman.

July 1st.—Leon Jerome (boy), fatally injured by being caught between a car float and pier at Jersey City.

July 12th.—Pauline Cohen, slightly injured by glass from a broken car window at Princeton Junction. H. W. Feaster, conductor; J. C. Currie, engineman.

July 22d.—Gottlieb Burkle, severely injured by falling at Jersey City.

July 30th.—Thomas A. W. Elwell, slightly injured by his hand being caught by a car door at Perth Amboy Junction. E. J. Smith, conductor; A. B. Ryan, engineman.

August 3d.—John Lyons, severely injured while stealing a ride on a freight train at Waverly. J. Huggard, conductor; J. H. Waters, engineman.

August 5th.—John Glostine, slightly injured while stealing a ride on a freight train at New Brunswick. G. A. Wesley, conductor; W. Watson, engineman.

August 5th.—Henry Bush (colored), severely injured while stealing a ride on a freight train at New Brunswick. J. W. Colwell, conductor; F. Howard, engineman.

August 18th.—Patrick Roberts, slightly injured while stealing a ride on a freight train at New Brunswick. H. Graham, conductor; C. Stine, engineman.

August 22d.—Fred. Brock, slightly injured by falling from a bridge at Newark.

August 26th.—Mrs. Tierney, slightly injured by glass from a broken car window at Princeton Junction. E. E. Bossert, conductor; W. Furman, engineman.

August 31st.—John Ertel, slightly injured while assisting to load a car at Newark. J. W. Chandler, conductor; J. Ryan, engineman.

September 12th.—Edward Burns, slightly injured while unloading coal from a car at Jersey City.

September 13th.—J. S. Adams, slightly injured by a derailed train at Deans. S. B. Keys, conductor ; J. E. Pope, engineman.

September 14th.—J. W. Reed, slightly injured by glass from a broken car window at Marion. W. A. Boulton, conductor ; W. B. Gurney, engineman.

September 17th.—Gilbert Gannon, slightly injured by a coupling pin falling from a trestle at Jersey City. C. Peterman, conductor ; F. E. Sirene, engineman.

September 18th.—J. Devine, slightly injured by falling against a seat arm of a car at Waverly. H. F. Lander, conductor ; N. Bratton, engineman.

September 19th.—Frank Entwistle, slightly injured while assisting to unload a car at Jersey City. M. Powers, conductor ; J. S. McKenzie, engineman.

September 26th.—Samuel Moses, severely injured by being struck by a train at Newark. H. W. Feaster, conductor ; F. Farrell, engineman.

October 2d.—Lewis James, slightly injured by a car door closing on his hand at New Brunswick. J. F. Burrage, conductor ; M. F. Lee, engineman.

October 4th.—An unknown man, slightly injured by a car door closing on his hand at Newark. A. L. Prizer, conductor ; J. A. Van Nuys, engineman.

October 6th.—P. Farrell, slightly injured by a car lamp falling at Meadows. William Ruoff, conductor ; J. Regan, engineman.

October 11th.—Miss Twistman, slightly injured by a car window blind falling on her arm at Newark. O. A. Swenson, conductor ; C. W. Plant, engineman.

October 12th.—William Brenni, slightly injured by an intoxicated passenger at New Brunswick. B. C. White, conductor ; J. P. Rood, engineman.

October 18th.—Peter Maurman, slightly injured by a car lamp falling at New Brunswick. S. Knowles, conductor; J. W. Hartman, engineman.

October 28th.—Henry Papenberg, fatally injured by being struck by a United States mail pouch that was thrown from a moving train at Rahway. H. J. Smith, conductor; G. E. Roe, engineman.

November 17th.—George Thompson (boy), severely injured by falling from a car at New Brunswick.

December 2d.—Mrs. C. B. Diehm, slightly injured by a window shade falling on her arm at Elizabeth. J. K. Bready, conductor; A. Vandegrift, engineman.

December 8th.—G. W. Tubbs, slightly injured by falling from an embankment at North Elizabeth.

December 18th.—E. N. Atlee, killed by falling from a moving train at Newark. James Beech, conductor; D. W. Kerr, engineman.

December 19th.—John Gagar (boy), slightly injured while stealing a ride on a freight train at Elizabeth. J. W. Nelson, conductor; C. Cole, engineman.

December 20th.—Mary A. Hoff, Persifer A. Kennedy, Josephine Douglass, Rev. B. B. Ferrer, Dr. J. W. Snowball, C. E. Dowling, John Finney, H. Walrath and Guyon A. De Goll, slightly injured by collision of cars at Trenton. J. F. Burrage, conductor; W. H. Page, engineman. L. H. White, conductor; L. Lewis, engineman. John Gabert, conductor; G. Gingen, engineman.

December 26th.—An unknown man, slightly injured by falling at Jersey City.

*Employees killed or injured while coupling or handling cars at stations.*

January 3d.—Morris Norton and James R. Hawkens, slightly injured at Jersey City. Morris Norton, conductor; H. L. Carpenter, engineman.

January 6th.—Christopher A. Langan, slightly injured at Monmouth Junction. B. H. Street, conductor; H. L. Carpenter, engineman.

January 8th.—E. F. McCann, slightly injured at Meadows. R. C. McMurphy, conductor; F. Ethridge, engineman.

January 12th.—Fred. Riepe, slightly injured at Meadows. Chas. Huncke, conductor; W. H. Vandewater, engineman.

January 15th.—Harry Otto, slightly injured at Meadows. B. H. Street, conductor; W. Watson, engineman.

January 18th.—J. P. Kelly, slightly injured at Jersey City. John Daly, conductor; H. L. Roe, engineman.

January 18th.—Hugh Degnan, slightly injured at Meadows. A. Kraatz, conductor; James Donnelly, engineman.

January 19th.—H. H. Hibbell, slightly injured at Metuchen. P. J. Hand, conductor; E. F. Rowe, engineman.

January 21st.—Walter Monprod, severely injured at Meadows. Charles Huncke, conductor; W. H. Vandewater, engineman.

January 23d.—John Griffen, slightly injured at Jersey City. John Boyle, conductor; J. B. Sweet, engineman.

January 24th.—G. B. Sutts, slightly injured at Meadows. W. Webber, conductor; C. Bogert, engineman.

January 24th.—T. Lockwood, slightly injured at Jersey City. T. Lockwood, conductor; J. H. Farmer, engineman.

January 25th.—J. J. Baldwin, slightly injured at Millham Junction. George Rigg, conductor; A. A. Neiser, engineman.

January 25th.—P. F. Mallark, slightly injured at Perth Aboy. G. Stewart, conductor; F. Overbaugh, engineman.

January 25th.—Thomas Fallon, slightly injured at Waverly. J. Hargrove, conductor; E. S. Norton, engineman.

January 27th.—Michael Flynn, slightly injured at Trenton. J. Hickey, conductor; T. Palmer, engineman.



January 28th.—John Magee, slightly injured at Waverly. H. Garra, conductor ; C. Vorhees, engineman.

January 31st.—J. W. Brewster, slightly injured at Newark. W. W. Walker, conductor ; J. J. Rogers, engineman.

February 1st.—John Wilcox, severely injured at Trenton. C. Scheeler, conductor ; J. D. Clark, engineman.

February 3d.—John Barry, slightly injured at Jersey City. John Barry, conductor ; C. Creevey, engineman.

February 11th.—C. W. Myers, slightly injured at Jersey City. T. McVey, conductor ; J. McCready, engineman.

February 13th.—B. J. Horan, slightly injured at Rahway. J. Brown, conductor ; W. Watson, engineman.

February 14th.—Patrick Hickey, slightly injured at Jersey City. M. Morgan, conductor ; J. A. Boehm, engineman.

February 16th.—W. B. Winne, slightly injured at Newark. J. Stevens, conductor ; A. W. Denton, engineman.

February 16th.—G. A. Carhart, slightly injured at Newark. W. W. Walker, conductor ; J. J. Rogers, engineman.

February 17th.—Charles Wancenreid, slightly injured at Jersey City. M. Bodell, conductor ; F. Shipman, engineman.

February 23d.—Charles Roseboro, slightly injured at Millham Junction. E. Harrison, conductor ; C. F. Pielert, engineman.

March 1st.—Frank Smith, slightly injured at Jersey City. J. C. Sadler, conductor ; J. W. Boice, engineman.

March 3d.—Harry Turner, slightly injured at Meadows. C. W. Matson, conductor ; F. C. Crispin, engineman.

March 5th.—Herman Baedt, severely injured at Jersey City. J. Barry, conductor ; J. H. Mason, engineman.

March 15th.—David Levers, slightly injured at Jersey City. M. Kane, conductor ; E. Devlin, engineman.

March 17th.—William McGarin, slightly injured at Elizabeth. I. F. Arnold, conductor; T. Palmer, engineman.

March 19th.—Patrick Higgins, slightly injured at Jersey City. J. Barry, conductor; J. H. Mason, engineman.

March 22d.—J. W. Graham, slightly injured at Meadows. J. W. Castian, conductor; M. G. Clendenny, engineman.

March 24th.—John Deasey, slightly injured at Jersey City. M. O'Rourke, conductor; W. Templeton, engineman.

March 26th.—Morris Norton, slightly injured at Jersey City. Morris Norton, conductor; F. Lozier, engineman.

March 28th.—J. W. Goodfellow, slightly injured at Millham Junction. C. H. Rich, conductor; C. H. Black, engineman.

March 30th.—James Farley, slightly injured at Jersey City. W. White, conductor; C. H. Traphagen, engineman.

April 3d.—Thomas Harrington, slightly injured at Jersey City. J. Barry, conductor; T. H. Cadell, engineman.

April 3d.—James Malloy, slightly injured at Meadows. R. C. McMurphy, conductor; M. G. Clendenny, engineman.

April 4th.—Peter Nolan, slightly injured at Jersey City. John Sullivan, conductor; J. H. Mason, engineman.

April 7th.—Elmer Fitzinger, slightly injured at Jersey City. John Sullivan, conductor; J. H. Mason, engineman.

April 8th.—B. F. Brown, slightly injured at Trenton. C. Scheeler, conductor; J. D. Clark, engineman.

April 9th.—Joseph W. Castian, slightly injured at Meadows. Joseph W. Castian, conductor; M. G. Clendenny, engineman.

April 11th.—William Ryan, slightly injured at Jersey City. J. Fallon, conductor; C. Stickle, engineman.

April 14th.—Thomas Fallon, slightly injured at Perth Amboy. G. Stewart, conductor; F. Overbaugh, engineman.

April 16th.—Richard Powley, slightly injured at Jersey City. J. Garraghty, conductor ; C. Cozzens, engineman.

April 20th.—J. F. Kerwin, slightly injured at Harrison. J. A. Foster, conductor ; S. P. Ross, engineman.

April 25th.—James Kane, fatally injured at Jersey City. James Carman, conductor ; W. Nunnemacher, engineman.

April 28th.—J. M. Brown, severely injured at Meadows. M. King, conductor ; F. Ethridge, engineman.

May 1st.—C. F. Wyckoff, slightly injured at Jersey City. John Sullivan, conductor ; E. McLaughlin, engineman.

May 5th.—Henry Webber, slightly injured at Meadows. J. T. Byrnes, conductor ; R. A. Goulding, engineman.

May 5th.—J. M. Bateman, slightly injured at Jersey City. M. McGovern, conductor ; F. Burke, engineman.

May 5th.—J. B. Harkness, slightly injured at Jersey City. G. J. Brown, conductor ; P. Logan, engineman.

May 11th.—A. Rotheckar, slightly injured at Newark. P. J. Hand, conductor ; J. H. Toms, engineman.

May 21st.—A. Z. Buck, slightly injured at New Brunswick. W. White, conductor ; J. H. Toms, engineman.

May 22d.—J. J. Moran, slightly injured at Newark. H. Cheever, conductor ; A. W. Denton, engineman.

May 25th.—G. H. McCarty, slightly injured at Jersey City. J. Moyle, conductor ; C. Stickle, engineman.

June 4th.—Richard Powley, slightly injured at Jersey City. J. Barry, conductor ; J. H. Mason, engineman.

June 4th.—Edward Brock, slightly injured at Jersey City. W. Connors, conductor ; W. H. Holland, engineman.

June 7th.—W. L. Chadburn, slightly injured at Jersey City. W. L. Chadburn, conductor ; J. Reilly, engineman.

June 14th.—P. C. Taylor, slightly injured at Marion. W. White, conductor; J. H. Toms, engineman.

June 16th.—R. J. Burns, slightly injured at Waverly. W. W. Walker, conductor; J. J. Rogers, engineman.

June 16th.—J. Cannon, slightly injured at Jersey City. C. Myers, conductor; F. Disbrow, engineman.

June 16th.—Patrick Burke, slightly injured at Waverly. W. Pedrick, conductor; O. A. Pancoast, engineman.

June 16th.—Joseph Healey, slightly injured at Jersey City. M. McGovern, conductor; F. Burke, engineman.

June 19th.—P. F. Carroll, slightly injured at Jersey City. G. Hallenbeck, conductor; E. Devlin, engineman.

June 24th.—Elwood McClellan, slightly injured at Meadows. Peter Noon, conductor; F. A. Henneman, engineman.

June 24th.—Elmer Womelsdorf, severely injured at East Brunswick. William Simmons, conductor; C. W. Plant, engineman.

June 24th.—J. Daly, severely injured at Jersey City. C. Myers, conductor; F. Disbrow, engineman.

June 26th.—William Robinson, slightly injured at Jersey City. C. Myers, conductor; F. Disbrow, engineman.

June 28th.—J. T. McGovern, slightly injured at Meadows. F. Hunter, conductor; J. A. Barry, engineman.

June 28th.—Richard Morrissey, slightly injured at Meadows. Charles Huncke, conductor; W. H. Vandewater, engineman.

June 29th.—Patrick Burke, slightly injured at Jersey City. Patrick Burke, conductor; W. A. Rolfe, engineman.

June 30th.—Michael King, slightly injured at Meadows. Michael King, conductor; H. Fleigauf, engineman.

July 9th.—H. C. Weber, slightly injured at Meadows. H. C. Weber, conductor; M. G. Clendenny, engineman.

July 12th.—T. O'Hara, slightly injured at Jersey City. J. Leavy, conductor; C. H. Blumer, engineman.

July 12th.—Frank Harris, slightly injured at Jersey City. G. Brown, conductor; P. Logan, engineman.

July 13th.—T. R. Gross, slightly injured at Newark. J. Stevens, conductor; A. W. Denton, engineman.

July 15th.—H. Simon, slightly injured at Newark. W. White, conductor; J. H. Toms, engineman.

July 22d.—A. W. Sprinkle, slightly injured at Harrison. H. Cheever, conductor; A. W. Denton, engineman.

July 25th.—George Klinger, slightly injured at Jersey City. T. McVey, conductor; J. McGrady, engineman.

July 26th.—C. Gambert, slightly injured at Waverly. J. Hargrove, conductor; E. S. Norton, engineman.

July 27th.—C. P. More, slightly injured at Newark. C. P. More, conductor; J. Norton, engineman.

July 29th.—Henry Moorhouse, slightly injured at Meadows. James Moyle, conductor; M. G. Clendenny, engineman.

July 30th.—E. L. Freeman, slightly injured at Monmouth Junction. W. N. Stults, conductor; G. Skirm, engineman.

August 1st.—Joseph Miller, slightly injured at Meadows. E. Harrison, conductor; M. Kellar, engineman.

August 1st.—John Fitzgerald, slightly injured at Jersey City. John Fitzgerald, conductor; H. Cochran, engineman.

August 3d.—W. C. Naylor, slightly injured at Meadows. M. Cannon, conductor; F. C. Shotwell, engineman.

August 3d.—John Smith, slightly injured at Meadows. James Moyle, conductor; J. S. Van Nostrand, engineman.

August 3d.—Anderson L. Buck, slightly injured at Jersey City. John Sullivan, conductor; J. H. Mason, engineman.

August 4th.—John Ferry, slightly injured at Jersey City. J. C. Sadler, conductor ; W. Middlesworth, engineman.

August 4th.—Thomas N. Watson, slightly injured at Lawrence. F. Easterline, conductor ; G. H. Hunt, engineman.

August 10th.—C. M. Wadleigh, slightly injured at Meadows. W. H. McKeon, conductor ; J. S. Van Nostrand, engineman.

August 25th.—Bernard McCabe, slight injured at Meadows. W. Connors, conductor ; W. H. Holland, engineman.

August 28th.—John Boyle, slightly injured at Jersey City. John Boyle, conductor ; D. C. Brown, engineman.

September 7th.—John Berryman, slightly injured at Jersey City. M. McGovern, conductor ; J. Capner, engineman.

September 11th.—A. B. Pitman, slightly injured at Metuchen. H. Christian, conductor ; C. Stine, engineman.

September 12th.—Richard Powley, slightly injured at Jersey City. N. Carroll, conductor ; W. Nunnemacher, engineman.

September 12th.—C. S. Sidders, slightly injured at Trenton. E. Harrison, conductor ; M. Kellar, engineman.

September 12th.—Thomas O'Neil, slightly injured at Trenton. W. Pedrick, conductor ; O. A. Pancoast, engineman.

September 14th.—Bernard Cunningham, slightly injured at Meadows. J. Culnen, conductor ; C. W. Williams, engineman.

September 14th.—Henry Muller, slightly injured at Meadows. A. Kraatz, conductor ; J. Doyle, engineman.

September 15th.—William Townley, slightly injured at Harrison. J. A. Foster, conductor ; S. P. Ross, engineman.

September 16th.—E. W. Chamberlain, slightly injured at Monmouth Junction. T. Dempsey, conductor ; J. M. Cook, engineman.

September 16th.—J. D. Rankin, slightly injured at Newark. W. White, conductor ; J. H. Toms, engineman.

September 18th.—R. E. Bickel, slightly injured at Meadows. E. Harrison, conductor ; M. Kellar, engineman.

September 21st.—George Roberts, slightly injured at Jersey City. M. Powers, conductor ; J. S. McKenzie, engineman.

September 22d.—Frank Dougherty, slightly injured at Jersey City. G. J. Brown, conductor ; P. Logan, engineman.

September 24th.—J. S. Collins, slightly injured at Meadows. W. Vance, conductor ; G. W. Reynolds, engineman.

September 29th.—T. Moore, slightly injured at Newark. H. Cheever, conductor ; A. W. Denton, engineman.

October 5th.—Daniel Hickey, slightly injured at Meadows. Charles Huncke, conductor ; W. H. Vandewater, engineman.

October 6th.—A. C. Rothacker, slightly injured at Waverly. C. P. More, conductor ; J. Norton, engineman.

October 9th.—Henry Webber, slightly injured at Meadows. J. T. Byrnes, conductor ; F. E. Pierce, engineman.

October 10th.—Ernest Kegel, slightly injured at Meadows. A. Kraats, conductor ; G. McLaughlin, engineman.

October 11th.—G. H. Law, slightly injured at Meadows. J. W. Nelson, conductor ; C. Cole, engineman.

October 11th.—J. J. Murphy and J. Kilcommons, slightly injured at Deans. William Byrnes, conductor ; C. H. Traphagen, engineman.

October 15th.—George Barkman, slightly injured at Newark. J. W. Chandler, conductor ; J. Ryan, engineman.

October 17th.—J. Barry, slightly injured at Meadows. J. Barry, conductor ; A. Hamel, engineman.

October 20th.—J. L. Almond, fatally injured at Princeton. Isaac Slack, conductor ; H. Mahan, engineman.

October 22d.—M. A. Murphy, slightly injured at Jersey City. J. Brennan, conductor ; R. Y. McCall, engineman.

October 24th.—M. Van Nostrand, slightly injured at New Brunswick. Thomas Gallagher, conductor ; G. B. Taylor, engineman.

October 24th.—W. Sevington, slightly injured at Jersey City. E. Davis, conductor ; W. Manning, engineman.

October 25th.—Herman Radowitz, slightly injured at Jersey City. M. Cavanaugh, conductor ; C. Bogert, engineman.

October 27th.—John Giesler, severely injured at Metuchen. I. F. Arnold, conductor ; E. F. Rowe, engineman.

October 27th.—Philip F. Corey, slightly injured at Newark. Philip F. Corey, conductor ; J. L. Ettenger, engineman.

November 3d.—McC. Crammer, slightly injured at Jersey City. Philip F. Corey, conductor ; D. W. J. Mahoney, engineman.

November 8th.—W. G. Witter, slightly injured at Newark. John Frank, conductor ; J. S. Norton, engineman.

November 13th.—William J. King, slightly injured at Jersey City. William J. King, conductor ; T. O'Connor, engineman.

November 17th.—Charles E. Golde, slightly injured at Meadows. W. Davis, conductor ; N. Townsend, engineman.

November 18th.—Patrick Kelly, slightly injured at Jersey City. A. Snyder, conductor ; R. Golding, engineman.

November 29th.—Patrick Klinger, slightly injured at Perth Amboy. M. R. Burns, conductor ; F. Overbaugh, engineman.

December 1st.—E. A. Stuckey, slightly injured at Jersey City. M. Kane, conductor ; R. A. Goulding, engineman.

December 3d.—Joseph Pearl, killed, and George S. Arnet, fatally injured, at Jersey City. M. O'Rourke, conductor ; E. P. Hutton, engineman. George S. Arnet, conductor ; W. A. F. Smith, engineman.

December 3d.—John J. McCarthy, slightly injured at Jersey City. T. Harrington, conductor ; F. Lozier, engineman.



December 9th.—William Lawler, slightly injured at Meadows. R. Dingley, conductor ; J. Doyle, engineman.

December 10th.—G. B. Hengst, slightly injured at Meadows. G. B. Hengst, conductor. G. Maxwell, engineman.

December 10th.—J. T. Stout, slightly injured at Trenton. G. A. Wesley, conductor ; M. Hogan, engineman.

December 10th.—G. W. Allen, severely injured at Jersey City. J. T. Byrnes, conductor ; F. E. Pierce, engineman.

December 12th.—T. Shannon, slightly injured at Jersey City. C. Rommel, conductor ; H. Cochran, engineman.

December 16th.—William Huncke, slightly injured at Meadows. James Moyle, conductor ; M. G. Clendenny, engineman.

December 18th.—G. Post, slightly injured at Jersey City. J. Myers, conductor ; G. P. French, engineman.

December 20th.—G. H. Miller, slightly injured at Jersey City. H. Burns, conductor ; C. R. Creevey, engineman.

December 20th.—T. P. Shea, severely injured at Jersey City. G. Brown, conductor ; P. Logan, engineman.

December 26th.—W. W. Ryno, slightly injured at Jersey City. G. Dunn, conductor ; C. Cozzens, engineman.

December 27th.—Albert Doty, severely injured at Harrison. George Huncke, conductor ; J. H. Mason, engineman.

December 27th.—James Shaw, slightly injured at Jersey City. L. Spencer, conductor ; H. L. Behrman, engineman.

*Employees killed or injured by accident as stated.*

January 4th.—August Clarken, slightly injured by being struck by an engine at Jersey City. ——— ———, conductor ; C. H. Swem, engineman.

January 4th.—Michael Vanyak, slightly injured by being struck by a pick at Houtenville.

January 5th.—John Kopas, slightly injured by being struck by a train at Trenton. F. Minster, conductor; L. E. Pope, engineman.

January 6th.—C. H. Black and H. Mathews, slightly injured by collision of freight trains at Woodbridge. Philip F. Corey, conductor; C. H. Black, engineman. J. L. Day, conductor; W. Van Nest, engineman.

January 6th.—James W. Greenleaf, slightly injured by falling from a trestle at Jersey City.

January 7th.—William Highland, slightly injured by falling at Jersey City.

January 9th.—Thomas Morrissey, slightly injured by striking an overhead bridge at Metuchen. W. White, conductor; C. H. Trap-hagen, engineman.

January 12th.—Charles McMunn, slightly injured while pulling a spike with a claw bar at Jersey City.

January 14th.—John Nicholson, slightly injured while assisting to clear a wreck at Rahway.

January 17th.—James Aulty, slightly injured while assisting to handle baggage at Jersey City.

January 17th.—Thomas Norton, fatally injured by a deflector pipe of an engine bursting at Meadows. Peter Noon, conductor; J. S. Van Nostrand, engineman.

January 18th.—John Demick, slightly injured while handling cross ties at Trenton.

January 20th.—John Powers, slightly injured by falling from a signal bridge at Jersey City.

January 21st.—Patrick Keenan, slightly injured by falling at Jersey City.

January 25th.—Simon Shannon, slightly injured while repairing a crossing gate at New Brunswick.

January 26th.—J. McInerny slightly injured while handling lumber at Jersey City.

January 27th.—F. M. Mace, killed by the breaking of a coupling between an engine and tender at Lawrence. C. Sidders, conductor ; M. K. Packer, engineman.

January 29th.—George Koon, slightly injured while handling lumber at Meadows shops.

January 29th.—Albert Dentson, slightly injured by falling from the passenger station at Jersey City.

February 1st.—Charles L. Hunter, fatally injured by falling from a moving train at Newark. F. Cooper, conductor ; J. W. Nesbit, engineman.

February 2d.—August Norgood, slightly injured while assisting to handle a piece of timber at Jersey City.

February 4th.—Chris. Eiders, slightly injured while assisting to handle iron pipe at Jersey City.

February 7th.—G. W. Bradshaw, slightly injured while repairing a switch at Jersey City.

February 10th.—William Rehlson, slightly injured while repairing a car at Meadows shops.

February 10th.—John T. Stewart, severely injured by being struck by a train at Elizabeth. F. E. Wyckoff, conductor ; G. Skirm, engineman.

February 11th.—M. McDonough, fatally injured, and G. E. Brown, slightly injured, by being struck by a train at Houtenville. W. T. Bailey, conductor ; C. Lynch, engineman.

February 13th.—Sylvester Kearns, slightly injured by being struck by a car at Meadows. W. N. Lawrence, conductor ; G. W. McCluer, engineman.

February 15th.—Mathew McNeary, killed by being struck by a train at Rahway. E. E. Bossert, conductor ; J. Regan, engineman.

February 16th.—Patrick McLaughlin, slightly injured by being struck by a hammer at Newark.

February 20th.—H. Reise, slightly injured while at work on an engine at Meadows shops.

February 23d.—Michael Rosat, slightly injured while assisting to cut a track rail on the New York Bay Railroad, Newark.

March 2d.—James Fleming, slightly injured by being struck by the cage of an elevator at coal wharf, Meadows.

March 2d.—Charles A. Gallagher, slightly injured by jumping from an engine at Meadows. W. H. Smith, conductor; W. Moore, engineman.

March 4th.—David Parker, slightly injured by jumping from an engine at Jersey City. — — —, conductor; J. Bender, engineman.

March 9th.—James McInerny, severely injured while assisting to handle an iron girder at Jersey City.

March 10th.—Mark Murray, fatally injured by being struck by an engine at Jersey City. C. Robinson, conductor; C. Cozzens, engineman.

March 11th.—J. A. Hanna, slightly injured while wiping a hydraulic pump at Jersey City.

March 12th.—H. C. Catlin, slightly injured by falling at Jersey City.

March 12th.—Cornelius Doody, slightly injured while assisting to unload telegraph poles from a car at Rahway.

March 13th.—William Morris, slightly injured while repairing a car at Jersey City.

March 15th.—John Kalale, slightly injured by falling at Hackensack river bridge, Jersey City.

March 16th.—Philip Collins, slightly injured while assisting to unload a hand car from a car at Trenton.

March 16th.—Henry H. Phillipi, slightly injured by being struck by an engine at Jersey City. D. McGie, conductor; H. Cochran, engineman.

March 17th.—J. B. Struble, slightly injured while repairing a switch at Jersey City.

March 18th.—Lawrence Zernholm, killed by being struck by a car at Jersey City. C. Rommel, conductor ; J. H. Farmer, engineman.

March 19th.—Michael Silkowski, slightly injured by jumping from a moving train at Meadows. George Huncke, conductor ; C. W. Williams, engineman.

March 23d.—August Meyers, slightly injured by a baggage crate running over his foot at Jersey City.

March 30th.—John Jamison, slightly injured by striking a signal pole at Marion. L. Campbell, conductor ; F. Shipman, engineman.

March 30th.—Edward Van Nuys, found dead at Jersey City.

March 30th.—John Miller, slightly injured while handling lumber at Meadows shops.

March 31st.—Michael Bagan, slightly injured while putting a hand car in a tool-house at New Brunswick.

April 1st.—William Lemon, slightly injured by striking his head against the cylinder of an engine at Jersey City. E. R. Vail, conductor ; H. Bachman, engineman.

April 2d.—John H. Pyhala, slightly injured by falling from the roof of waiting-room at Jersey City.

April 5th.—George Johnson, killed by being struck by a train at Rahway. A. F. Waters, conductor ; J. E. Pope, engineman.

April 5th.—Patrick F. Mallark, severely injured by falling from an engine at Newark. H. Garra, conductor ; J. W. Nutt, engineman.

April 6th.—Thomas Fisher, slightly injured by being struck by a piece of iron at Hoboken shops.

April 9th.—John Monahan, fatally injured by being struck by a train at Newark. W. A. Boulton, conductor ; J. Meagan engineman.

April 13th.—James Dooner, slightly injured by a hydraulic jack falling on his hand at Jersey City.

April 13th.—Hugh McShane, killed by being caught between cars at Meadows.

April 19th.—Chris. Ballick, slightly injured while assisting to handle barrels of flour at Jersey City.

April 26th.—J. D. Martin, slightly injured by falling from a step ladder at Trenton.

April 28th.—James Burke, slightly injured by falling at Newark.

April 30th.—George B. Beale, slightly injured by being struck by a car at Jersey City. C. Robinson, conductor; W. C. Johnson, engineman.

April 30th.—Nicholas Butchee, slightly injured while assisting to handle cross ties at North Elizabeth.

April 30th.—Charles R. Roseboro, slightly injured by collision of freight trains at Monmouth Junction: E. Harrison, conductor; J. Delaney, engineman. A. R. Michaels, conductor; G. Parks, engineman.

May 3d.—Joseph Solomon, slightly injured while repairing a car at Jersey City.

May 3d.—Andrew Staffer, and Andrew Moroski, slightly injured by being struck by a train at Trenton. H. J. Smith, conductor; T. Towell, engineman.

May 4th.—John L. Porter, slightly injured while sawing a piece of timber at Jersey City.

May 5th.—Thomas Roache, slightly injured while assisting to handle a track rail at Jersey City.

May 6th.—Alexander Wood, slightly injured while oiling machinery at Meadows.

May 6th.—Embley Gordon, slightly injured while oiling the engine of a tug at Jersey City.

May 9th.—Gus. White, slightly injured while assisting to handle a gang plank at Jersey City.

May 13th.—William Cook, killed by being struck by a train at Rahway. L. Silance, conductor; B. A. Larrison, engineman.

May 16th.—L. F. Garretson, slightly injured by burning oil from a Wells light at Jersey City.

May 17th.—Philip Smith, slightly injured by falling from a train at Newark. L. McDonald, conductor; J. Boehm, engineman.

May 19th.—Anthony Jerad, slightly injured while handling cross ties at Waverly.

May 20th.—A. F. Dietch, slightly injured by falling from a freight train at Lawrence. J. W. Colwell, conductor; F. Howard, engineman.

May 20th.—Michael Ryan, severely injured by collision of freight trains at Metuchen. L. E. Burt, conductor; W. J. Burton, engineman. I. F. Arnold, conductor; E. F. Rowe, engineman.

May 21st.—J. S. Willis and G. W. Tiffany, slightly injured by glass from a broken car window at Harrison. William Messer, conductor; A. B. Ryan, engineman.

May 23d.—J. J. Murray, slightly injured by falling from a signal pole at Newark.

May 24th.—Andrew Higgins, slightly injured while handling baggage at Jersey City.

May 26th.—John G. Detz, slightly injured by jumping from a moving train at Plainsboro. William Barefoot, conductor; John G. Detz, engineman.

May 30th.—George S. Chamberlain, fatally injured by falling from a moving train at South Elizabeth. C. Johnson, conductor; J. K. Niece, engineman.

May 30th.—John Coughlin, slightly injured while using an iron claw bar at Rahway.

June 2d.—John Burke and John Gallagher, slightly injured by being struck by the lid of a journal box that fell from a passing train at Lawrence. J. K. Bready, conductor; W. Wiggins, engineman.

June 2d.—David B. Rossell, slightly injured by falling from a car at Meadows.

June 8th.—Thomas J. Strain, fatally injured by falling from a scaffold at Edgars.

June 11th.—John Spellman, slightly injured while moving a car replacer at Jersey City.

June 11th.—Bernard Delaney, slightly injured while at work on a float bridge at Jersey City.

June 12th.—Michael Aliff, killed by being struck by a train at Harrison. R. W. Atkinson, conductor; B. M. Lupton, engineman.

June 12th.—Eugene Sullivan, slightly injured while assisting to handle a track frog at Jersey City.

June 12th.—Joseph Mosco, slightly injured while assisting to remove a frog from the track at Jersey City.

June 12th.—Joseph Lurvey, slightly injured while wiping an engine at Jersey City.

June 14th.—William Humdt, slightly injured by a piece of steel breaking from a tool at Meadows shops.

June 15th.—James Fitzsimmons, killed by being struck by a train at Newark. J. W. Stevens, conductor; A. W. Denton, engineman.

June 15th.—Michael Fofer and Joseph Pair, slightly injured while handling lumber at Trenton.

June 16th.—L. A. Springer, slightly injured while using a chisel at Harrison.

June 16th.—Elwood Walter, severely injured by falling from an overhead bridge at Trenton.



June 17th.—John Galvin, slightly injured by striking his foot with a pick at Jersey City.

June 20th.—John C. Rose, killed by being struck by a train at Marion. R. W. Atkinson, conductor ; John Huber, engineman.

June 23d.—Thomas Davis, slightly injured by falling into a hatchway of a barge at Jersey City.

June 25th.—John Cole, slightly injured by being struck by a piece of ice that was thrown from a moving train at Stelton. J. Cafferty, conductor ; W. J. Burton, engineman.

June 27th.—John Quinlan, slightly injured by being struck by a pick at New Brunswick.

June 28th.—Conrad Bulman, slightly injured by being caught between a baggage crate and elevator wall at Jersey City.

June 28th.—Edward Heald, slightly injured by being struck by a train at East Brunswick. T. B. Corcoran, conductor ; W. Ranck, engineman.

June 29th.—Anthony Roridge, slightly injured by being struck by a car at Newark. J. Brennan, conductor ; A. Schlegel, engineman.

July 4th.—John Murray, severely injured while repairing a car at Jersey City. J. C. Sadler, conductor ; W. Middlesworth, engineman.

July 12th.—Edward Croke, killed by being struck by a train at Jersey City. W. D. Brink, conductor ; J. Gannon, engineman.

July 13th.—Philip Gaffeny, killed by being struck by a car at Jersey City. John Smith, conductor ; A. Hill, engineman.

July 14th.—L. Jansen, slightly injured while repairing a car at Jersey City.

July 16th.—Edward Rider, killed by being struck by a train at Robinvale. G. W. Dale, conductor ; J. K. Niece, engineman.

July 19th.—G. M. Van Dusen, slightly injured while wiping an engine at Jersey City. W. D. Hunter, conductor ; W. Coulson, engineman.

July 19th.—T. H. Smith, slightly injured while wiping engine of float bridge, Jersey City.

July 21st.—William Muldee, fatally injured by being knocked from scaffold, caused by engine striking it, at Trenton. C. Johnson, conductor; John Bender, engineman.

July 24th.—James Scoopick, slightly injured while assisting to handle cross ties at Waverly.

July 25th.—Joseph Stenson, slightly injured by an iron gate falling on him at Jersey City.

July 25th.—John Coughlin, slightly injured by being struck by a piece of stone ballast thrown from under a passing train at Iselin. — — —, conductor; — — —, engineman.

July 25th.—John Hoagland, killed by being struck by a train at Newark. E. B. Dalrymple, conductor; W. H. Lewis, engineman.

July 27th.—J. Bergan, slightly injured by falling from roof of passenger station at Elizabeth.

July 29th.—Thomas Fleming, overcome by heat while shoveling coal at Meadows.

July 30th.—John C. Knowles, slightly injured by hand striking a mail crane at Linden. H. G. Allen, conductor; John C. Knowles, engineman.

July 31st.—H. J. Daley, slightly injured by being struck by a train at Millham Junction. William Messer conductor; C. H. Swem, engineman.

August 1st.—Charles Searles, slightly injured while repairing a car at Jersey City.

August 7th.—Lawrence Clinton, slightly injured by a derailed car at New Brunswick. S. Travis, conductor; H. B. Eldridge, engineman.

August 8th.—Peter Murphy, slightly injured while repairing a locomotive spring at Meadows shops.

August 9th.—D. Wilson, slightly injured while cleaning a lantern at Jersey City.

August 10th.—Lewis Coddington, slightly injured while unloading lumber from a car at Jersey City.

August 11th.—Lewis Par, slightly injured by an iron bar falling on his foot at Trenton.

August 12th.—Martin Sullivan, killed by being struck by a train at Meadows. Thomas Gallagher, conductor; I. A. Van Pelt, engineman.

August 14th.—G. H. Dumas, slightly injured by a car window falling on his hand at Rahway. E. L. Titus, conductor; M. Riley, engineman.

August 16th.—R. McGurty, slightly injured by falling from a freight car at Newark.

August 17th.—John Hand, slightly injured by a car being moved while lying under it at Jersey City.

August 17th.—John Dahlman, killed by being struck by a car at Jersey City. H. S. Allen, conductor; W. Middlesworth, engineman.

August 18th.—James Cummings, slightly injured by wrench slipping while working on a tug at Jersey City.

August 19th.—Oscar Mercer (colored), slightly injured while attempting to board a moving train at Jersey City. ———, conductor; ———. engineman.

August 21st.—M. Parker, slightly injured by falling at Jersey City.

August 22d.—W. D. Albrecht, slightly injured while cutting a piece of hose at Meadows.

August 23d.—Edward Vanarsdalen, slightly injured while handling timber at Elizabeth.

August 23d.—Nicholas Connors, severely injured by being struck by a bicycle at Jersey City.

August 23d.—A. Brown (colored), severely injured by being struck by a train at Jersey City. W. Willis, conductor; J. Sullivan, engineman.

August 24th.—D. Buckley, slightly injured by collision of freight trains at Woodbridge. G. Stewart, conductor; J. A. Boehm, engineman. D. Wildin, conductor; D. Buckley, engineman.

August 25th.—Frank Swaezkowski, Otto Frey and C. Yeotar, slightly injured, and J. Gundwalder, severely injured, by being struck by a train at Harrison. H. Garra, conductor; W. Ranck, engineman.

August 27th.—Samuel Clark, slightly injured while handling lumber at Meadows shops.

August 29th.—M. W. Gilmar, slightly injured by a car door closing on his hand at Waverly. W. H. Sanders, conductor; C. W. Plant, engineman.

August 31st.—Joseph Clark, slightly injured by falling from coal wharf at Meadows.

August 31st.—John Whalen, killed by being run over by a car while asleep on car float at Jersey City. G. Brown, conductor; R. Logan, engineman.

September 1st.—James O'Mara, severely injured by a lid of a journal box falling from train at Millham Junction. O. W. Hoff, conductor; C. N. Devinney, engineman.

September 1st.—Joseph Irinko, slightly injured by a piece of stone ballast thrown from under passing train at Metuchen. J. K. Bready, conductor; J. P. Rood, engineman.

September 5th.—Bernard Campbell, severely injured by being struck by an engine at Jersey City. M. Powers, conductor; J. S. McKenzie, engineman.

September 8th.—J. W. Booker, slightly injured while handling baggage at Elizabeth.

September 10th.—P. F. Courtney, slightly injured while cleaning fire of an engine at Jersey City. C. Robinson, conductor; W. C. Johnson, engineman.

September 12th.—T. F. Manning, slightly injured while assisting to remove wheels from an engine at Meadows shops.

September 12th.—I. J. Jones, slightly injured while cleaning a stationary boiler at Waverly.

September 13th.—Frank Singer, slightly injured while assisting to move a baggage crate at Jersey City.

September 13th.—James O'Donnell, slightly injured by being struck by a hammer at New Brunswick.

September 13th.—John Rohvedder, killed, and J. R. Lenna, severely injured, by a derailed car at Deans. S. B. Keys, conductor ; J. E. Pope, engineman.

September 14th.—Oscar Glesnar, slightly injured while handling coal at Meadows.

September 15th.—M. Henry, slightly injured while assisting to repair an engine at Meadows shops.

September 22d.—Frederick Mazsout, killed by being struck by an engine at Trenton. E. W. Ancker, conductor ; A. J. Reynolds, engineman.

September 24th.—Alexander Baxter, slightly injured while moving a portable drill at Hoboken shops.

September 24th.—John Garry, killed by being struck by a train at Meadows. J. Ward, conductor ; E. Lewis, engineman.

September 24th.—T. Harrington, slightly injured by coming in collision with an overhead bridge, Hackensack river. W. B. Fenton, conductor ; J. Meaney, engineman.

September 25th.—W. G. Wolff, slightly injured by falling from moving train at Harrison. W. Davis, conductor ; F. C. Shotwell, engineman.

September 27th.—Walter Currin, slightly injured while using an adze at New Brunswick.

September 28th.—Louis Knoll, killed, and Thomas Marrah, slightly injured, by being struck by a train at Millham Junction. G. W. Dale, conductor ; Thomas Towell, engineman.

September 29th.—John Plunkett, slightly injured by falling from a trestle at Jersey City.

September 30th.—Abraham Stillwell, slightly injured while at work on a ferryboat at Hoboken shops.

October 2d.—A. Timmans, slightly injured while at work on a tugboat at Jersey City.

October 5th.—H. G. Reber, slightly injured by glass from a broken car door at Jersey City. J. Brown, conductor ; W. H. Lawall, engineman.

October 6th.—Fritz Manningar, slightly injured by jumping from moving train at Elizabeth. W. P. Lawrence, conductor ; G. Labar, engineman.

October 6th.—H. W. Fritchman, slightly injured by being struck by the nozzle of a fire hose at Jersey City.

October 7th.—Frederick Duguk, slightly injured by a wrench falling on his foot at Meadows.

October 7th.—Frank Riglon, slightly injured while assisting to lay a sewer pipe under tracks at Newark.

October 8th.—Christopher Meyer, slightly injured while assisting to load a barge at Jersey City.

October 11th.—B. Delaney, slightly injured while handling lumber at Jersey City.

October 14th.—D. McCormick, slightly injured by falling from an overhead bridge at Newark.

October 15th.—John Gaab, slightly injured by being struck by an engine at Newark. J. K. Spratt, conductor ; J. A. Van Nuys, engineman.

October 17th.—Steve Stuckey, slightly injured by foot being caught under a car wheel while assisting to move it at Newark.

October 20th.—John Clark, slightly injured by being struck by a lantern at Jersey City. T. Harrington, conductor; F. Disbrow, engineman.

October 20th.—William Kiminette, slightly injured by derailed engine at Jersey City. B. F. Ellison, conductor; J. B. Sweet, engineman.

October 22d.—James Baker, fatally injured by being struck by an engine at Jersey City. R. Riker, conductor; J. E. Johnson, engineman.

October 25th.—M. Aldinger, slightly injured by a cinder at Monmouth Junction. Dennis Sommers, conductor; C. F. Fagen, engineman.

October 26th.—Pasquale Mizillo, killed by being struck by a train at Deans. J. S. Buckley, conductor; C. N. Devinney, engineman.

November 2d.—J. W. Stein, slightly injured by collision of cars at Jersey City. M. Caulfield, conductor; J. H. Farmer, engineman.

November 3d.—James Keegan, slightly injured by being struck by a lever while throwing switch at Jersey City.

November 5th.—John Palstomski, slightly injured by being struck by an engine at Jersey City. M. McGovern, conductor; F. Burke, engineman.

November 8th.—Thomas Gannon, slightly injured by a towing cleat of a tug breaking at Jersey City.

November 8th.—Samuel Dixon, slightly injured by coming in contact with overhead bridge at Trenton. H. Booz, conductor; H. B. Eldridge, engineman.

November 10th.—William Mullane, slightly injured by leg being caught in gearing of a transfer table at Meadows shops.

November 11th.—Hiram Graham, slightly injured by collision of freight trains at Lawrence. Hiram Graham, conductor; E. R. Trout, engineman. T. H. Corcoran, conductor; W. E. Ranck, engineman.

November 13th.—William Gardner, slightly injured while attempting to board a moving train at Newark. J. H. Lanning, conductor; G. W. Bishop, engineman.

November 14th.—S. Sickenger, slightly injured by a lump of coal falling from a car at coal wharf, Meadows.

November 15th.—Thomas Murphy, severely injured by being struck by a train at Meadows. W. Dawson, conductor; N. Townsend, engineman.

November 16th.—Michael Bannon, slightly injured while at work on track at Harrison.

November 21st.—Charles E. Reynolds, severely injured by being struck by a car at Jersey City. M. Norton, conductor; F. Lozier, engineman.

November 21st.—William A. Patton, slightly injured while throwing coal in an engine's furnace at Jersey City. ———, conductor; E. W. Rose, engineman.

November 29th.—James Lawler, slightly injured by falling from coal wharf at Meadows.

November 29th.—F. Hazeltine, slightly injured while handling baggage at Jersey City.

November 30th.—Thomas Robinson, slightly injured while assisting to destroy an old coal box at Marion.

December 1st.—A. Hammel, slightly injured while repairing air-brake apparatus on an engine at Jersey City. J. Barry, conductor; A. Hammel, engineman.

December 1st.—Garret T. Van Doren, slightly injured by being struck by a train at Trenton. J. McLaughlin, conductor; T. B. Jones, engineman.



July 5th.—D. H. Pittenger, leg broken, east of Freehold. G. M. Eler, conductor ; C. A. Emmons, engineman.

November 9th.—Ezekiel Gordon, neck and side hurt, Hightstown. B. Jobes, conductor ; Thomas Lee, engineman.

*Persons killed by trains, walking or standing on tracks.*

February 25th.—James Higgins, west of Moorestown. J. P. Ancker, conductor ; C. M. Cable, engineman.

March 7th.—Fred. Shults, east of Jamesburg. J. J. Blots, conductor ; J. Dennison, engineman.

May 30th.—John Richardson, west of Edgewater Park. John P. Read, conductor ; L. Wilkinson, engineman.

June 10th.—Charles Shonebecker, Twelfth street, Camden. D. Blizzard, conductor ; Wm. Riley, engineman.

June 10th.—John W. Lyons, near Twelfth street, Camden. W. Ludlow, conductor ; Wm. Fagans, engineman.

July 24th.—William H. Hulse, Hightstown. Train unknown.

September 5th.—Patrick McLaughlin, near Mount Holly. Joseph Scroggy, conductor ; A. J. Downs, engineman.

September 17th.—Samuel G. De Corsey, near Beverly. J. Hartman, conductor ; George Schuyler, engineman.

October 1st.—William Banks, near Edgewater Park. Train unknown.

October 26th.—Horace Canning, near Beverly. Train unknown.

November 22d.—Joseph Griffith, near Clinton street station, Trenton. B. F. Jobes, engineman.

*Persons injured by trains, walking or standing on track.*

August 21st.—John Metzler, arm broken, east of Pavonia. Train unknown.

September 1st.—Eva Ball, arm broken, west of Pavonia. C. M. Hand, conductor ; J. Colton, engineman.

*Persons killed or injured getting on or off moving trains.*

February 6th.—Fred. Nichols, foot hurt, getting off, Palmyra. E. C. Ayres, conductor ; J. Conrad, engineman.

March 6th.—Frank Smith, back hurt, getting on, at Beideman. C. W. Rogers, conductor ; L. Elbertson, engineman.

May 17th.—William Bowker, fatally injured, getting on, Bordentown. C. S. Toy, conductor ; J. Zane, engineman.

May 19th.—Unknown man, fatally injured, getting on, Camden. F. J. Lee, conductor ; T. Maloney, engineman.

May 28th.—Henry Young, head hurt, getting on, Bordentown. R. E. Lewis, conductor ; W. T. Perry, engineman.

June 21st.—Dennis O'Brien, head hurt, getting on, South Amboy. Charles Martin, conductor ; Wm. Fagans, engineman.

July 7th.—Charles Fielding, face and head cut, jumping off, Pavonia. J. P. Kirkbride, conductor ; B. F. Jobes, engineman.

July 11th.—Mrs. J. Humphreys, head hurt, getting off, Camden. A. Pitman, conductor.

August 5th.—Margaret Ward, head hurt, getting off at Riverton. J. P. Kirkbride, conductor ; A. E. Engle, engineman.

September 4th.—John Reap, foot injured, jumping off at Bordentown. J. H. Black, conductor ; J. Jones, engineman.

October 9th.—Mary E. Higgins, back and side hurt, getting off, Florence. C. W. Rogers, conductor ; J. H. Zane, engineman.

October 12th.—Henry Lawyer, head cut, jumping off, Lower Jamesburg. R. G. Baremore, conductor; E. Gulick, engineman.

*Persons killed or injured in other ways than as above.*

January 30th.—J. T. Van Meter, face and arm hurt by shifting cars colliding. Geo. McLaughlin, conductor.

January 30th.—Herbert Beglinger, hand bruised by car door, Pavonia. E. W. Ancker, conductor; W. W. Watts, engineman.

March 5th.—Berrien Millen, leg hurt by hand car at Merchantville.

April 9th.—Mary Murray, hand hurt in car door, Beverly. E. Deacon, conductor; T. D. Bunting, engineman.

April 16th.—J. S. C. Davis, hand hurt in car door, Riverton. E. Deacon, conductor; T. D. Bunting, engineman.

April 17th.—Wm. J. Langan, foot hurt by baggage truck, Riverton.

June 8th.—John Watson, leg broken, playing on cars, Pavonia. E. Jemison, conductor; J. Paterson, engineman.

September 12th.—Howard Myers, arm broken by passing freight train, Delanco. J. P. Kirkbride, conductor; A. E. Engle, engineman.

September 18th.—Hans Marks, head hurt, stone thrown through window. J. P. Kirkbride, conductor; Thos. Jobs, engineman.

September 27th.—Irwin Potts, killed, fell from freight train, Florence. Train unknown.

September 28th.—Robert Brest, killed, fell from train, near Columbus. B. Grigg, conductor; J. H. Zane, engineman.

November 20th.—E. Schram, face and wrist hurt, playing with explosive cap in Pavonia yard.

December 13th.—Samuel Pifer, arm broken ; Isaac Nathans, arm dislocated, Stanwick, collision. Elam Gross and D. Blizzard, conductors ; C. H. Cable and A. D. Reynolds, engineman.

December 24th.—D. W. Newcome, Charles Archer, H. Winters, F. C. Young, H. B. Grant, all slight bruises, collision, near Burlington. D. Buckley, engineman ; S. B. Norcross, conductor ; A. Engle, engineman.

*Employees killed or injured, coupling or handling cars.*

January 12th.—C. W. Malsbury, freight brakeman, hand crushed, Camden. P. J. Corey, conductor ; C. Thomas, engineman.

January 16th.—Samuel McClern, freight brakeman, hand hurt, Camden. W. Patterson, conductor ; E. A. Starkey, engineman.

January 27th.—A. Van Brunt, yard conductor, arm broken, White Hill. E. Stout, conductor ; G. H. Hudnut, engineman.

February 10th.—Preston Schenck, freight brakeman, fatally injured, Old Bridge yard. E. A. Snyder, conductor ; S. B. Morris, engineman.

February 17th.—E. T. Bates, yard brakeman, killed, Camden yard. J. Connell, conductor ; Enos Réed, engineman.

March 6th.—Edward Watts, yard brakeman, leg broken, Camden yard. J. Conroy, conductor ; E. A. Starkey, engineman.

March 11th.—John Reed, yard brakeman, hand hurt, Camden yard. J. Conroy, conductor ; W. Vannest, engineman.

April 18th.—William Allen, yard brakeman, leg crushed, Camden yard. Wm. Patterson, conductor ; F. I. Stults, engineman.

May 23d.—J. H. Pettit, freight brakeman, arm hurt, South Amboy. W. Ludlow, conductor ; Wm. Fagans, engineman.

May 25th.—T. H. Asay, freight brakeman, foot injured, Medford Junction. Harry Garron, conductor ; Joseph Taylor, engineman.

June 6th.—John Fagan, freight handler, fatally injured, Burlington. C. W. Martin, conductor ; H. Dewees, engineman.

June 19th.—George Schuyler, engineman, wrist sprained, Birmingham. J. K. McMillan, conductor; Geo. Schuyler, engineman.

June 1st.—Joseph Davison, engineman, foot hurt, South Amboy. E. Matthis, conductor; J. Davison, engineman.

July 14th.—J. C. Cahill, yard brakeman, side hurt, Camden yard. Alfred Kirk, conductor; Geo. Fort, engineman.

July 21st.—Joseph Compton, freight brakeman, hand hurt, Mantoloking. Nathan Wright, conductor; J. Kugler, engineman.

July 28th.—E. E. Brown, freight brakeman, killed, Whitings. Nathan Wright, conductor; J. Kugler, engineman.

August 4th.—Wm. Brooks, freight brakeman, ankle sprained, Manasquan. J. M. Hampton, conductor; J. B. Woodward, engineman.

September 6th.—J. D. Mullane, freight brakeman, ribs broken. Manasquan. J. M. Hampton, conductor; J. B. Woodward, engineman.

September 19th.—Joseph Oliphant, yard brakeman, wrist hurt. Camden yard. F. Dowrell, conductor; Enos Reed, engineman.

September 21st.—C. A. Langan, freight brakeman, hand hurt, Helmetta. Wm. Webber, conductor; E. Lewis, engineman.

October 6th.—J. Kennedy, freight brakeman, hand bruised, Pavonia. W. S. Lord, conductor; J. McClintock, engineman.

November 4th.—Wm. Pfeiffer, freight brakeman, hand hurt, Jamesburg. P. F. Corey, conductor; H. Dewees, engineman.

November 5th.—Wm. S. Budd, freight brakeman, hand hurt, Mount Holly Junction. J. L. Day, conductor; T. D. Joiner, engineman.

November 9th.—A. M. Selover, freight brakeman, hand crushed, South Amboy, running cars.

November 17th.—John Heeley, yard brakeman, hand hurt, Camden yard. John Hansell, conductor; E. Starkey, engineman.

November 22d.—S. McIntyre, yard brakeman, wrist broken, Camden yard. John Hansell, conductor ; E. A. Starkey, engineman.

November 22d.—T. P. Ryan, freight conductor, collar bone broken, Tennent. T. P. Ryan, conductor ; H. Jobes, engineman.

December 8th.—G. W. Allen, yard brakeman, hand injured, South Amboy yard. J. Hensberger, conductor ; S. H. Campbell, engineman.

December 3d.—Elijah Slocum, yard brakeman, head and arm hurt, Old Bridge. J. W. McKenna, conductor ; J. Buchanan, engineman.

December 16th.—John R. Doughty, yard brakeman, foot crushed, Camden yard. D. Ryan, conductor ; A. Hounslow, engineman.

*Employes killed or injured, in other ways than as above.*

January 4th.—G. Stonaker, ship carpenter, shoulder hurt, fall, South Amboy.

January 27th.—John Turner, car cleaner, hip hurt, fall, Camden.

January 30th.—Samuel Murray, laborer, hip hurt by running cars, Camden.

February 9th.—P. F. Corey, freight conductor, arm broken, fall, Old Bridge.

February 13th.—Daniel Likes, carpenter, killed, walking tracks, Mount. Holly. E. W. Ancker, conductor ; E. E. Bouse, engineman.

February 16th.—H. H. Hartman, fireman, hand hurt by furnace door, Camden.

March 8th.—John Czerwinski, trimmer, side hurt by iron bar, South Amboy.

April 12th.—A. Van Brunt, yard conductor, arm hurt by fall, Camden.

April 19th.—John Errickson, brakeman on work train, ribs broken by passenger train. J. H. Riddle, conductor ; James Cain, engineman.

May 18th.—G. Carmichael, operator, leg broken by fall, Barnegat Pier.

May 25th.—David Jones, laborer, foot crushed by tie, Bordentown.

June 18th.—Voorhees Young, driver, leg bruised by truck, Camden.

July 13th.—H. P. Watson, feet crushed getting on train, Bordentown. E. S. Sapp, conductor; Thomas Jobes, engineman.

August 5th.—A. E. Savage, fireman, groin injured by fall, South Amboy.

August 8th.—Henry Burchell, carpenter, foot crushed by timber, Camden.

August 17th.—G. C. Cliver, lineman, leg broken, fall from pole, Old Bridge.

August 24th.—C. H. Speigler, engineman, shoulder broken, in collision, Helmetta. H. Dilts, conductor; C. H. Speigler, engineman.

August 30th.—Richard E. Lewis, conductor, and Wm. Rule, engineman, both killed, collision at White Hill. Howard Shinn, baggageman, E. W. Gray, baggageman, H. Southard fireman, injured, not seriously. R. E. Lewis, conductor; Wm. Rule, engineman.

September 26th.—Samuel Brown and John Reed, carpenters, injured by timber, Camden coaling station.

September 30th.—Enos Jemison, freight conductor, head cut; J. B. Pullen, flagman, arm bruised, train breaking in two, Kinkora. E. Jemison, conductor; T. J. Berrien, engineman.

October 9th.—Joseph Kugler, carpenter, hand cut by saw, South Amboy.

October 18th.—Moses McKim, machinist, eye injured by iron, Camden shops.

October 25th.—Peter Stetson, laborer, collar bone broken by engine, at Haddon avenue. E. S. Sapp, conductor; Geo. Schuyler, engineman.

November 14th.—Elmer Fields, draw tender, ribs and leg broken by train, Coopers creek. E. Deacon, conductor; T. D. Bunting, engineman.

November 18th.—Frank Butcher, laborer, finger broken by rail, South Amboy.

November 23d.—Lemuel Peak, car builder, hand crushed by car spring, at Camden shops.

November 26th.—John Caposky, laborer, hand hurt handling timber, South Amboy.

Twenty-seven killed—7 employes; 20 others persons.

Ninety injured—56 employes; 34 other persons.



## VINCENTOWN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Vincentown Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$25,000 00
Bonded debt (overdue).....	15,000 00
Cost of road and equipments (equipments furnished by lessee) .....	\$40,000 00

The road extends from Ewansville, N. J., to Vincentown, N. J., a distance of two and eighty-four hundredths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of six per cent. on the stock held by individuals, which is \$15,000. The other \$10,000 is owned by lessee, and nothing is paid on it.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Burlington County, ss.—John S. Irick, being duly sworn, on his oath says that he is President of the Vincentown Branch of the Burlington County Railroad and Transportation Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JNO. S. IRICK.

Sworn and subscribed before me this 3d day of April, A. D. 1893.

HENRY J. IRICK,  
M. C. C.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$1,509 23
Income from freight.....	458 29
Income from other sources.....	389 36
	<hr/>
Total.....	\$2,356 93

● Expenditures during the year for working road, including repairs,  
maintenance of way, motive power and contingencies..... \$6,154 06

Dividends paid during the year 1892, and how paid—Six per cent. on  
\$15,000 capital stock, \$900.

## VINELAND RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Vineland Railroad Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$800,000 00
Cost of road and equipments—at foreclosure sale.....	\$10,000 00
Cost of road and equipments since added.....	134,537 09
	————— 144,537 09

The road extends from Atsion to Bay Side, a distance of forty-six and eighty-two hundredths miles.

State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Vineland Railroad Company and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 27th day of February, A. D. 1893.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

## RECEIPTS AND EXPENSES FOR 1892.

The receipts and expenses for 1892 are included in the receipts and expenses of the New Jersey Southern Railway Company. No separate account of the same kept,

Dividends paid during the year 1892, and how paid—None.

## ACCIDENTS.

Included in the report of the New Jersey Southern Railway Company, if any.

## WARREN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Warren Railroad Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$1,800,000 00
Bonded debt.....	1,350,000 00
Floating debt.....	39,277 69
Cost of road and equipments.....	3,189,277 69

The road extends from New Hampton Junction to Delaware river, a distance of eighteen and eighty-hundredths miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of seven per cent. on stock and bonds, and report of operations is included in report made by the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, ss.—Frederick H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Warren Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRED. H. GIBBENS.

Sworn and subscribed before me this 8th day of February, A. D. 1893.

LUDWIG R. MILLER,

Commissioner for the State of New Jersey in New York.

Dividends paid during the year 1892, and how paid, \$126,000 directly to stockholders by lessee.

## ACCIDENTS.

July 28th.—Mrs. Anna Brennen, walking on track at Oxford, leg injured by train.

August 26th.—Unknown, found dead by track, at Manunka Chunk.

November 22d.—William Devere, Mary O., his wife, Eston, their child, driving into side of engine, in attempting to cross the track at Hope crossing ; Devere, killed ; wife, collar-bone broken ; child, head injured.

## WATCHUNG RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York and Greenwood Lake Railway Company, operating the Watchung Railway, presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$47,000 00
Bonded debt (and accrued interest) .....	200,000 00
Floating debt (and accrued interest).....	50,000 00
Cost of road (estimated).....	\$102,617 00

The road extends from a junction with the New York and Greenwood Lake Railway, near Newark, to East Orange, a distance of four and one hundred and sixty-three thousandths miles.

This road is in the hands of a Receiver and is operated as a part of the New York and Greenwood Lake Railway under a contract between its Receiver and the company. The accounts of its operation and expenditures are merged in those of the New York and Greenwood Lake Railway Company.

It is equipped and operated by the New York and Greenwood Lake Railway Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, ss.—Abram S. Hewitt, being duly sworn, on his oath says that he is President of the New York and Greenwood Lake Railway Company and Receiver of the Watchung Railway, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ABRAM S. HEWITT.

Sworn and subscribed before me this 19th day of January, A. D. 1893.

GEO. E. GRANT,  
Notary Public N. Y. City and County.

Dividends paid during the year 1892, and how paid—None.

State of New York, City and County of New York, *ss.*—Augustus R. Macdonough, being duly sworn, says that he is the Secretary of the New York and Greenwood Lake Railway Company, operating the Watchung Railway, and that the accompanying statement of accidents occurring during the year ending December 31st, 1892, on said Watchung Railway, is correct and true, according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn to before me this 27th day of January, 1893.

GEO. E. GRANT,  
Notary Public N. Y. City and County.

#### ACCIDENTS

*During the year ending December 31st, 1892.*

March 8th.—Albert Whritenour, age 46, engineer on engine 148, hauling train 400, S. Smith, conductor, in going from tender to engine, before train was leaving West Orange, at 6 A. M., slipped and fell to the ground, badly bruising his head and back.

March 24th.—Chas. R. Smith, age 40, brakeman on train 477, engine 171, J. H. Conklin, conductor; John Good, engineer, while making a coupling without using stick, at 12:10 P. M., at Orange, had right hand caught and badly crushed.

June 25th.—John Moclair, age 50, was struck and instantly killed by train 427, engine 194, D. Day, conductor; D. Driscoll, engineer, at 8:50 P. M., just west of Lakeside avenue crossing, Orange. None of the trainmen knew anything of the accident, but witnesses say he attempted to cross ahead of the train.

September 9th.—John Sharp, crossing flagman, age 60, while attempting to drive a cow from the track, at 2:25 P. M., at West Orange, was struck by engine 149, J. Heisenbottle, engineer. He received injuries from which he died on September 16th. The engine was moving very slowly and he ran directly in front of it.



## WEEHAWKEN BRANCH RAILROAD.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York, Lake Erie and Western Railroad Company, the lessee of the Weehawken Branch Railroad, presents the following report for the year ending December 31st, 1892 :

Bonded debt—None.

Floating debt—None.

The road extends from Seventeenth street, Jersey City, to Weehawken, a distance of two and eighty-three hundredths miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of six thousand dollars, with an additional sum for trackage of forty cents per loaded car transported.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, ss.—E. B. Thomas, being duly sworn, on his oath says that he is Vice President of the New York, Lake Erie and Western Railroad Company, lessee of the Weehawken Branch Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this 10th day of January, A. D. 1893.

GEO. E. GRANT,

Notary Public, New York City and County.

Dividends paid during the year 1892, and how paid—None.

State of New York, City and County of New York, ss.—Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the accounts of the operations, earnings and expenditures of the Weehawken Branch Railroad are merged in the general accounts of the New York, Lake Erie and Western Railroad Company, the lessee, and that the accompanying statement of accidents occurring during the year ending December 31st, 1892, on the Weehawken Branch, is correct and true, to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn to before me this 27th day of January, 1893.

GEO. E. GRANT,

Notary Public, New York City and County.

#### ACCIDENTS

*During the year ending December 31st, 1892.*

January 18th.—James Ward, brakeman, age 23, while making a coupling without using stick, in yard train, engine 449, G. W. Brown, engineer, at 8:25 P. M., at Weehawken, had right arm caught and badly bruised.

January 27th.—James Walsh, brakeman, age 24, while making a coupling without using stick, in yard train, engine 447, T. Singler, engineer, at 10:30 P. M., at Weehawken, had right arm caught and badly bruised.

March 16th.—Frank C. Hasbrouck, brakeman, age 22, on yard engine 448, S. Baldwin, engineer, while making a coupling without using stick, at 10:50 P. M., at Weehawken, had two fingers on left hand caught and cut off.

April 14th.—James Laughlin, age 47, while walking on the track at 7:45 P. M., at Weehawken, as engine 447, A. Moor, engineer, was passing him he stepped too close to engine and was struck and had left side badly bruised.

May 12th.—Walter J. McCaul, age 12, while stealing a ride on extra train, engine 247, B. B. Davenport, conductor; J. Walsh, engineer, fell from the train at 1:30 P. M., at Twelfth street, Jersey City, was run over and instantly killed.

May 19th.—Wm. McCombs, age 36, brakeman on yard engine 449, J. Ackerson, engineer, while making a coupling at 3:45 P. M., at Weehawken, had first and second fingers of right hand caught and badly bruised and broken.

November 8th.—John Denniston, age 12, attempted to get on extra train, engine 749, W. F. Mulligan, conductor; J. Brown, engineer, at 12:05 P. M., at Weehawken, when he fell off and had right leg run over, and crushed below the knee.

November 12th.—Peter Gallagher, aged 44, coupler, while riding a car at 8:25 A. M., at Weehawken, he allowed it to run into the side of another car; he was caught between the two cars and received injuries from which he died the same day. No engine handled the car.

## WEST END RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West End Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$43,700 00
Floating debt.....	1,645 11
Cost of road and equipments.....	\$45,345 11

The road extends from East Long Branch to West End, a distance of one and fifty-five hundredths miles.

State of New York, New York City and County, *ss.*—J. R. Maxwell, being duly sworn, on his oath says that he is President of the West End Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 27th day of February, A. D. 1893.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

## RECEIPTS AND EXPENSES FOR 1892.

The receipts and expenses for 1892 are included in the receipts and expenses of the New Jersey Southern Railway Company. No separate account of the same was made.

Dividends paid during the year 1892, and how paid—None.

## ACCIDENTS

Included in the report of the New Jersey Southern Railway Company, if any.

## WEST JERSEY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Jersey Railroad Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$2,205,050 00
Bonded debt.....	3,242,900 00
Floating debt.....	285,000 00
Cost of road and equipments.....	\$4,898,732 99

Dividends paid during the year 1892, and how paid—Two of 3½ per cent. each on common stock, in cash; two of 3 per cent. each on special guaranteed stock, in cash.

## The road extends—

From Camden to Cape May.....	81.60 miles.
From Woodbury to Salem.....	28.39 miles.
Branch in Salem .....	96 miles.
From Elmer to Biddleton Junction.....	10.38 miles.
From Alloway Junction to Quinton.....	4.22 miles.
From Glassboro to Bridgeton.....	19.68 miles.
From Main street north of passenger station to Pearl and Lemon streets in Bridgeton.....	1.67 miles.
From Manumuskin to Maurice river opposite Port Norris, N. J.....	9.76 miles.
From Sea Isle City Junction to Sea Isle City.....	4.80 miles.
From Sea Isle City to Second street pier, Ocean City.....	11.68 miles.
From Sea Isle City to Stone Harbor.....	9.06 miles.
From Anglesea Junction to Holly Beach.....	7.24 miles.
Total.....	189.44 miles.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$886,306 74
Income from freight.....	536,616 25
Income from other sources.....	143,045 58
Total .....	\$1,565,968 57
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$1,101,471 95

State of Pennsylvania, Philadelphia City and County, ss.—G. B. Roberts, being duly sworn, on his oath says that he is President of the West Jersey Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1892, are correct and true, to the best of his knowledge and belief.

G. B. ROBERTS.

Sworn and subscribed before me this 13th day of February, A. D. 1893.

HUGH B. ELY,

M. C. C. State of New Jersey.

#### ACCIDENTS.

January 5th.—Brakeman Miller was hurt by a car door falling on him, at Glassboro.

January 8th.—Brakeman Brennen was hurt by being struck by train while alighting to couple cars, at Woodbury.

January 19th.—An unknown man was struck and killed by train 62, at Woodbury, whose actions proved it to be suicide.

January 25th.—Geo. Wetherill was struck and killed by train 20, at Market street, South Gloucester.

February 1st.—Mrs. Sarah Hill and daughter were struck and killed by train 64, while walking between tracks, at North Woodbury.

February 17th.—Brakeman Edward Bates fell from drill engine 944, at Bridge avenue, west of Broadway, and was killed.

February 8th.—Baggagemaster Creran was thrown on edge of milk can, and quite badly injured, while rounding Mantua creek curve.

February 25th.—Brakeman Henry Collins had his foot badly injured, while coupling cars, at Swedesboro.

March 10th.—Brakeman Alex. Harrison had his foot badly injured, while coupling cars, at South Camden.

March 26th.—Mr. Stewart was slightly injured in alighting from train after it had started, at Wenonah.

March 17th.—Edward Schules, crossing watchman, at Cumberland street, Gloucester, was struck and killed by extra engine 511.

March 31st.—While drilling at Bridgeton, Conductor Justice and a lady were slightly injured.

March 26th.—Richard Fearson was struck and had a leg cut off by Ex. A. A. at Line street, Camden.

April 5th.—Jos. Madden had one arm cut off by being thrown from train 86, under train 65, at Gloucester.

April 11th.—An unknown man was slightly hurt while attempting to get on train while in motion, at Gloucester.

April 16th.—John Ewing was struck and severely injured by train 65, at Walnut street, Camden.

May 2d.—T. T. Woodhull was struck and killed by train 63, at Gloucester.

May 9th.—Moses Chambers, a Western Union lineman, was killed by falling from telegraph pole near Salem.

May 28th.—R. Carrola was badly hurt by a rail falling on him, at Vineland.

June 11th.—Brakeman J. B. Thurber had one hand crushed while coupling cars, at Salem.

June 16th.—Wm. Lord was struck and slightly injured by engine 904, at Westville.

July 4th.—Brakeman B. L. Kimsey was killed near Bennett.

July 22d.—Mrs. Ann Applegate was struck and slightly injured, by train 3, at Jefferson avenue crossing.

July 23d.—Mrs. Reeves fell and was slightly injured in attempting to get on train 74, at Pitman.

July 28th.—Brakeman D. A. Clapp had his leg injured in letting it hang out of car, at Finley.

August 1st.—Frank Crawford was injured by jumping from train 391, at Millville.

August 1st.—Mrs. Edwards was severely injured in attempting to get on train 8, at Woodbine.

August 10th.—Brakeman W. H. Sayers was hurt by falling from train 60, at Camden.

August 25th.—Walter Patterson was slightly hurt while attempting to get on train 23, after starting, at Gloucester.

August 4th.—James Smith was struck and killed by train 352, between Clayton and Glassboro.

September 1st.—Jos. and Lizzie Bill were severely injured by train 23 striking a wagon of which they were occupants, at Browning's crossing, between Gloucester and Westville.

September 15th.—Brakeman W. H. Wisham had three fingers crushed while coupling cars at Sitley's siding, South Camden.

September 20th.—Brakeman John Johnson had one finger crushed while coupling cars, at Cape May.

October 6th.—Mathias Schwitzer was struck and killed by extra 33, at Malaga.

October 6th.—Brakeman John Kennedy had one finger crushed while drilling, at Pavonia.

October 7th.—An Italian was slightly injured while attempting to get on moving train, at Belleplain.

October 17th.—John Gassner was slightly injured by being struck by extra train 25, at Alloway.

October 17th.—Brakeman G. W. Irwin had one arm crushed while coupling cars, at Woodstown.



October 19th.—Brakeman C. Stanley had one hand crushed while coupling cars, at Daretown.

October 24th.—Mr. James Armstrong was struck and fatally injured by train 14, near South Camden.

October 31st.—Jacob Somers was struck and fatally injured by train 21, at Spruce street crossing, Camden.

November 4th.—John Harsher was slightly bruised by train 83 striking his team, at Parkville.

November 9th.—Geo. Gilpin was struck and killed by extra train 3, at Gloucester.

November 15th.—Wm. Flynn was struck and killed by train 54, at Gloucester.

November 27th.—James Park had a rib broken by being thrown from buggy, horse having shied at cars, at Woodbury.

November 28th.—Brakeman C. Still was slightly injured by being thrown from car, at Glassboro.

December 10th.—Reuben Sutton was struck and slightly injured by train 75, at Haddon avenue.

## WEST JERSEY AND ATLANTIC RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Jersey and Atlantic Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in .....	\$970,950 00
Bonded debt.....	236,000 00
Cost of road and equipments.....	\$1,151,270 05

The road extends from Newfield, N. J., to junction with Camden and Atlantic Railroad, near Atlantic City, N. J., from Pleasantville, N. J., to Somers Point, N. J., a distance of thirty-nine miles.

It is leased to the West Jersey Railroad Company at an annual rental of excess of receipts over cost of operating.

It is equipped and operated by the West Jersey Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, ss.—George Wood, being duly affirmed, on his affirmation says that he is President of the West Jersey and Atlantic Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEORGE WOOD.

Affirmed and subscribed before me this 14th day of February, A. D. 1893.

HUGH B. ELY,

M. C. C. State of New Jersey.

## RECEIPTS AND EXPENSES FOR 1892.

Income from passengers.....	\$128,086 76
Income from freight.....	34,409 62
Income from other sources.....	15,757 93
Total .....	<hr/> \$178,254 31
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$168,435 18
Dividends paid during the year 1892, and how paid—None.	

## ACCIDENTS.

March 3d.—Stephen Hopkins was found lying alongside of track, at Atlantic Meadows.

March 16th.—Conductor E. G. Blaisdell had his arm badly crushed while coupling cars, at Tilton road pit.

June 19th.—Mrs. M. E. Henry had an arm broken in getting on train No. 194, at Atlantic City.

August 29th.—Alfred Roach was injured by train 45 running into his team, at Atlantic City.

October 3d.—Brakeman C. C. Hitchner was slightly injured while coupling cars, at Mays Landing.

## WEST SHORE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Shore Railroad Company presents the following report for the year ending December 31st, 1892 :

Capital stock paid in.....	\$10,000,000 00
Bonded debt.....	50,000,000 00
Floating debt—None.	
Cost of road and equipments.....	\$60,000,000 00

The road extends from Weehawken, N. J., to Buffalo, N. Y., a distance of four hundred and twenty-five miles.

It is leased to the New York Central and Hudson River Railroad Company at an annual rental of four per cent. per annum upon outstanding bonds secured by a first mortgage, not exceeding fifty million dollars.

It is equipped and operated by the New York Central and Hudson River Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, ss.—Chauncey M. Depew, being duly sworn, on his oath says that he is President of the West Shore Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

CHAUNCEY M. DEPEW.

Sworn and subscribed before me this 20th day of January, A. D. 1893.

H. C. DUVAL,  
Notary Public Kings County,  
Certificate filed for N. Y. County.

Dividends paid during the year 1892, and how paid—None.

State of New York, County of New York, ss.—John Carstensen, Comptroller of the New York Central and Hudson River Railroad Company, lessee of the West Shore Railroad, being duly sworn says that the earnings and expenses of the West Shore Railroad are merged in the general accounts of the New York Central and Hudson River Railroad Company, and that the accompanying statement of accidents occurring in the State of New Jersey on the West Shore Railroad, during the year ending December 31st, 1892, is correct and true, to the best of his information, knowledge and belief.

J. CARSTENSEN,

Comptroller.

Sworn and subscribed before me this 20th day of January, 1893.

H. C. DUVAL,

Notary Public New York County.

#### ACCIDENTS

*During the year ending December 31st, 1892.*

January 8th.—L. B. Saunders, yard brakeman, injured at Weehawken by a yard train (Wm. Cunklin,\* conductor; F. McMurdy,† engineer); second and third fingers of right hand mashed while coupling cars; was not using a coupling stick.

January 11th.—Charles Baker, yard brakeman, injured at Weehawken by a yard train (Chas. Connors,† conductor; F. Regudahl,† engineer); thumb of right hand mashed while coupling; was not using coupling strick.

January 22d.—John Fritz, yard brakeman, injured at Granton by a yard train (L. Schnell,† conductor; J. Van Dyke,† engineer); end of second finger of left hand severely bruised while pulling pin.

January 25th.—I. W. Hasbrouck, freight brakeman, injured at Hackensack by an extra train (Geo. Coonrod,† conductor; M. Phillips,† engineer); fell from top of moving car to ground and fractured skull; died same day.

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\*Not now in service.

†Still in service.

January 25th.—Wm. Duffy, yard brakeman, injured at Granton by a yard train (L. Schnell,† conductor; J. Van Dyke,† engineer); left leg severely bruised below knee by being caught between two cars while climbing down between cars.

January 25th.—Wm. Hefferon, freight brakeman, injured at Weehawken by a yard train (Geo. Walsh,\* conductor; F. McMurdy,† engineer); index finger of right hand mashed while coupling cars; was not using coupling stick.

January 26th.—John Albert, yard brakeman, injured at Weehawken by a yard train (B. Walsh,† conductor; H. Grimes,† engineer); left arm severely bruised while coupling cars; was not using coupling stick.

February 18th.—Ernest Rudiger, boy, killed at Weehawken by a yard train (R. Labar,† conductor; J. Lull,† engineer); run over while crawling under cars.

February 27th.—Harry Post, freight brakeman, injured at New Durham by an extra train (L. S. Stametts,† conductor; A. Alsleben,† engineer); thumb of left hand severely bruised while uncoupling cars.

February 27th.—James Mansfield, car repairer, injured at New Durham; side injured while unloading cars of lumber in lumberhouse; he put up cleat with nail in each end to stand on, one end gave way and he fell 3 feet 4 inches on end of a board.

March 6th.—Eugene Crispell, freight brakeman, injured at New Durham by train Fourth 74 (D. Cramer,† conductor; L. Milliken,† engineer); palm of right hand bruised while pulling pin.

March 12th.—S. F. Nexen, passenger, injured at Ridgesfield Park by train 5 (Wm. Lodge,† conductor; R. King,† engineer); jumped from moving train and fractured skull; died following day.

March 16th.—G. B. Hill, freight brakeman, injured at Granton by a yard train (D. Murphy,† conductor; G. Hitchcock,† engineer); right hand mashed while coupling cars; was not using coupling stick.

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\*Not now in service. †Still in service.

March 29th.—James E. Curry, Jr., yard clerk, injured at New Durham by an extra train (John Riduer,† conductor; Wm. Thompson,† engineer); two toes of right foot mashed while attempting to jump on moving train.

April 5th.—Wm. Fitzpatrick, yard brakeman, injured at Weehawken by a yard train (Geo. Walsh,\* conductor; F. McMurdy,† engineer); three fingers on left hand mashed while coupling cars; was not using a coupling stick.

April 25th.—James Perry, laborer, injured at New Durham; middle finger on right hand mashed while helping lift a main rod; man dropped opposite end of rod on his hand.

April 26th.—Ebenezer Potter, carpenter, injured at Bellman's creek trestle, between Granton and Little Ferry Junction; right leg broken by falling from trestle while assisting in putting cap on new bent, struck on timbers used for raft.

April 29th.—D. Mackey, yard brakeman, injured at Weehawken by a yard train (A. J. Linihan,\* conductor; W. Perouts,† engineer); right arm severely bruised at elbow while coupling cars; was not using coupling stick.

May 5th.—Geo. King, car repairer, injured at New Durham; cut in back of head while working under car by fellow-workman dropping monkey wrench from top of car.

May 22d.—Alexander McCausland, freight brakeman, injured at Granton by an extra train (J. F. Dodge,† conductor; J. Foster,† engineer); face cut, head bruised and wrist sprained by falling from top of car while going over cross-over switch.

June 1st.—John M. Cook, carpenter, injured at Bellman's creek trestle, between Granton and Little Ferry; left hand cut while hewing timber with a hand axe.

June 24th.—Michael Fava (not in employ of W. S. R. R.), injured at Weehawken; right leg broken by getting it caught in cross-over switch.

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\*Not now in service.    †Still in service.

June 24th.—John Cahill, freight conductor, killed at Granton by train 74 (John Cahill,\* conductor; W. D. Elliott,† engineer); killed by falling between cars while walking over train.

July 1st.—Martin Weber, car inspector, injured at New Durham; part of nail taken off thumb of left hand and skin broken while fixing brakes on car; caught thumb between bottom of brake staff and brake foot.

July 9th.—Ludwick Stallwood (not in employ of W. S. R. R.), injured at Schraalenburgh; both legs broken by being struck by train while walking on track.

July 21st.—S. Cahoski, car repairer, injured at New Durham; end of second finger, right hand, mashed by center pin dropping on same.

August 12th.—George Lien, passenger, injured at Weehawken tunnel by train 21 (G. F. Williams,\* conductor; A. Gayman,† engineer); first two fingers of left hand bruised by car window falling on same.

August 18th.—Michael Lynch (not in employ of W. S. R. R.), injured at Weehawken; left leg and arm severely bruised by being run over by O. & W. milk train, while lying on track intoxicated.

September 6th.—Elias Phillips, carpenter, injured at New Durham; end of fourth finger, left hand, taken off by being struck by pulley block on derrick car.

September 10th.—Charles Swinson, track laborer, injured at New Durham by train 15 (J. W. Hawley,† conductor; J. L. Richards,† engineer); both arms, back and back of head injured by being struck by pilot beam of engine while walking on track.

September 23d.—Frank Mackie, yard brakeman, injured at New Durham by a yard train (J. H. Welch,\* conductor; J. Glennon,† engineer); forefinger of right hand mashed while coupling cars; was not using coupling stick.

September 26th.—Joseph Veeana, section laborer, injured at Schraalenburgh by train 30 (T. D. Murphy,† conductor; J. L.

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\*Not now in service. †Still in service.



Richards,† engineer); struck by engine while walking on track picking up tools; died following day.

September 30th.—C. Schoonmaker, hostler, injured at West End; squeezed between cab window and engine-house door, by leaning out of cab window while engine was coming out of round-house.

October 7th.—James Dougherty, car repairer, injured at New Durham; right hand severely sprained by being struck by truss rod.

October 13th.—E. Steiger, car repairer, injured at New Durham; eyelid cut by being struck by piece of steel in shop.

October 14th.—R. Gaffney, locomotive fireman, injured at New Durham by an extra train (J. W. Allen,† conductor; J. Glennon,† engineer); right hand bruised, left knee pan injured and one rib broken, by falling against fire door of engine, account of collision.

October 21st.—Thos. Coyle, yard brakeman, injured at Weehawken by a yard train (J. Cleary,† conductor; H. Richards,† engineer); right arm severely bruised by being squeezed under flange of car wheel by falling under same while switching cars.

October 26th.—Charles Swartz, laborer, injured at New Durham; big toe of left foot bruised; while rolling a driving wheel tire, tire struck a rail and fell on his foot.

October 28th.—Joseph Archer, yard brakeman, killed at Weehawken by a yard train (J. Eagan,\* conductor; F. McMurdy,† engineer); caught between cars and injured internally while making coupling; was not using a coupling stick.

November 2d.—Peter Lawson, track laborer, injured at Weehawken; small bone of right ankle broken while putting in ties by catching foot between end of the timber and rail, while pulling switch tie to place with a pick.

November 13th.—Charles L. Fryer, freight brakeman, injured at New Durham by a yard train (H. A. Doel,† conductor; S. S. Poole,† engineer); right leg bruised about the knee by getting caught between cars while climbing down ladder.

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\*Not now in service. †Still in service.

November 21st.—Daniel Looney, milk watchman, injured at Weehawken; two ribs broken by falling from milk platform to ground while in an intoxicated condition.

November 29th.—William Andrews (not in employ of W. S. R. R.), injured at Weehawken by a yard train (W. Tiernan,† conductor; F. Holland,† engineer); slight cut over right eye and back of head bruised; struck by tank of engine 206, while attempting to step on engine.

December 1st.—E. W. Thompson, yard brakeman, injured at Weehawken by a yard train (Chas. Timms,† conductor; W. Coonon,† engineer); index finger, right hand, mashed at first joint, and thumb and second finger severely fractured by getting caught between dead-woods of cars while pulling pin.

December 2d.—James Perry, coaler and laborer, injured at New Durham; left hand injured; while pushing hand car up track he slipped on the ice, his hand falling over the rail, and car passed over it.

December 4th.—George W. Townsend, freight brakeman, killed at New Durham by train 11 (Geo. Van Wormer,† conductor; L. J. Lettier,† engineer); struck by engine 35, train 11, while walking on track.

December 15th.—Bernard Road, laborer, injured at New Durham; two toes on left foot bruised, while loading spring on hand truck; fellow-workman let go of handles of truck and spring fell on Road's foot.

December 16th.—E. Dempster, yard brakeman, injured at Weehawken by a yard train (J. Cleary,† conductor; H. Richards,† engineer); first and second fingers of right hand mashed while coupling cars; was not using coupling stick.

December 20th.—Wm. Winnie, yard brakeman, injured at Weehawken by a yard train (D. Jones,† conductor; M. O'Hare,† engineer); index finger of right hand severely bruised, while pulling pin.

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\*Not now in service.

†Still in service.

December 27th.—W. H. Biglow, yard brakeman, injured at Weehawken by a yard train (B. Walsh,† conductor; H. Grimm,† engineer); third finger of left hand mashed while pulling pin; was not using a coupling stick.

Classification.	RECAPITULATION.		
	Killed.	Injured.	Total.
Passengers.....	1	1	2
Employees.....	5	38	43
Others.....	1	4	5
Totals.....	7	43	50

Correct :

C. W. BRADLEY,  
General Superintendent.

\*Not not in service. †Still in service.

## WINSLOW AND RICHLAND RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Winslow and Richland Railroad Company presents the following report for the year ending December 31st, 1892:

Capital stock paid in.....	\$100,000 00
Bonded debt.....	100,000 00
Cost of road and equipments .....	\$195,828 66

The road extends from Winslow, N. J., to Richland, N. J., a distance of eleven and forty-five hundredths miles.

It is leased to the West Jersey Railroad Company at an annual rental of excess of earnings over expenses.

It is equipped and operated by the West Jersey Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Camden County, ss.—W. J. Sewell, being duly sworn, on his oath says that he is President of the Winslow and Richland Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. J. SEWELL.

Sworn and subscribed before me this 11th day of February, A. D. 1893.

HUGH B. ELY,

M. C. C. State of New Jersey.

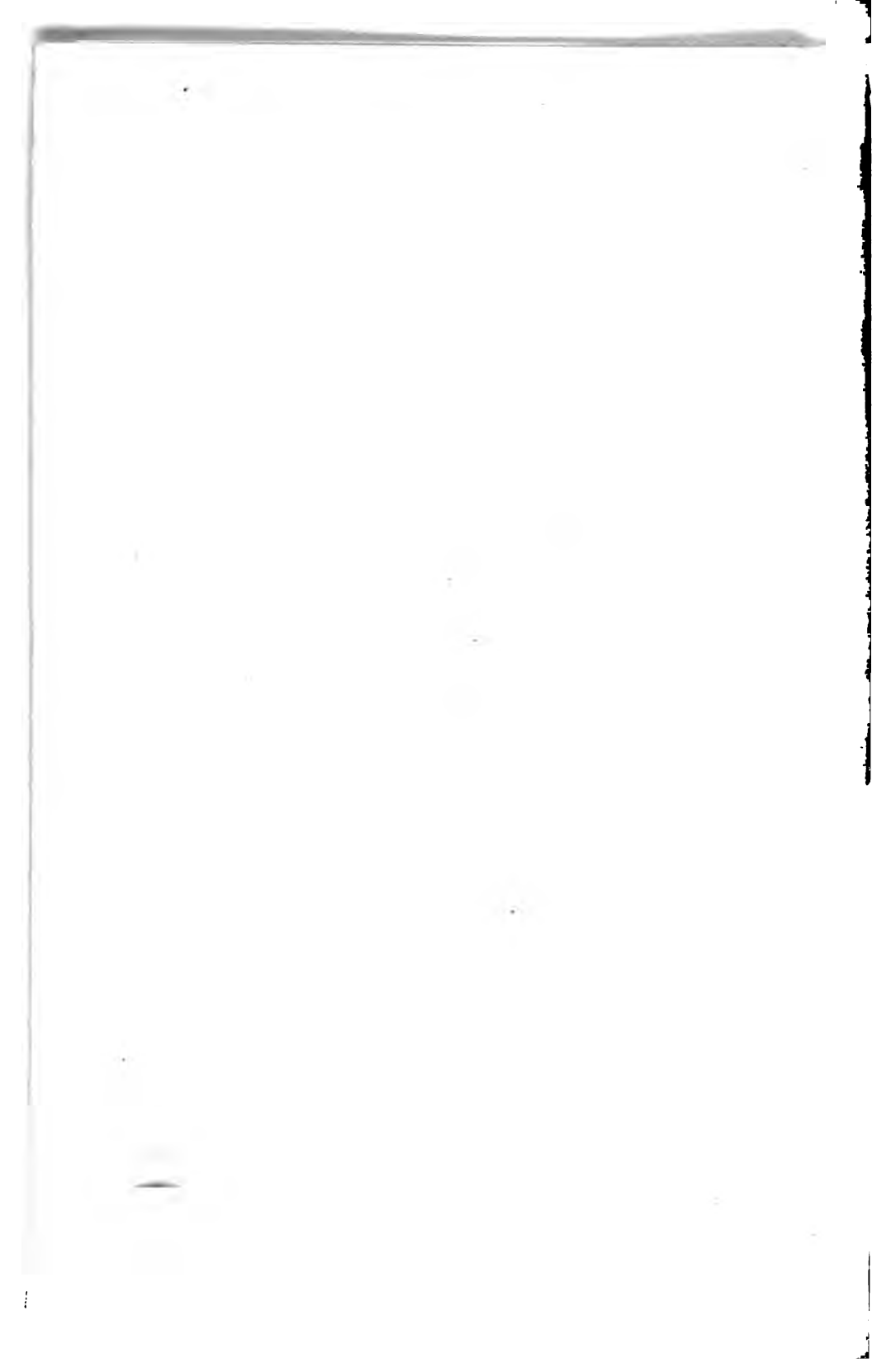
## RECEIPTS AND EXPENSES FOR 1892.

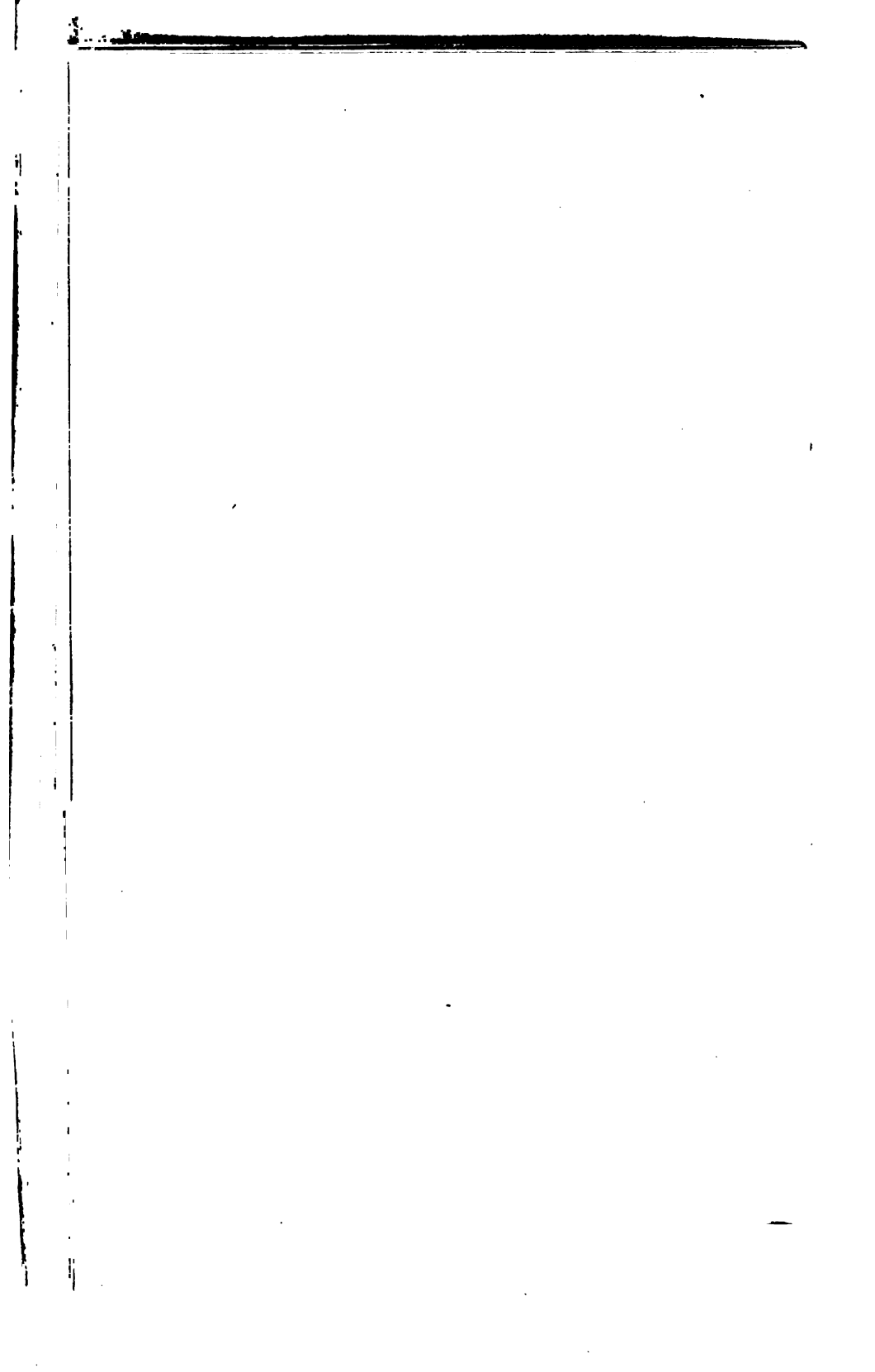
*June to December 1892 (inclusive).*

Income from passengers.....	\$36 08
Income from freight.....	13 32
Total .....	<hr/> \$49 40
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$2,105 74
Dividends paid during the year 1892, and how paid—None.	

36 08  
13 32  
—  
9 40

5 74









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HOPKINS RAILWAY

DATE

NAME

DATE

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